VOL. XXVI NO. 33

SIDNEY, OHIO, OCTOBER 26, 1953

Whole Number 1303

Highway Post Office Edition

Tucson Given Gadsden Stamp

Postmaster General Arthur E. Summerfield announced that the it stamp being issued to commemorate the 100th anniversary of the dadden Purchase will be first placed on sale at Tucson, Arizona in December 30.

The stamp will be 0.84 by 1.44 Inches in dimensions, arranged borirontally in a single outline trame, printed by the rotary process, electric-eye perforated, and issued in sheets of 50. The color of the stamp will be announced later. An initial printing order of 110,000,000 has been authorized.

The overall design of the stamp is the artist's conception of a scene showing a Pioneer group in their ordrawn covered wagon. Shrubs and cactus plants native to that great are shown on a character-stricterrain. Forming a background for the scene is a map sharply defining the border of the great purchased.

All lettering on the map area is dark Gothic.

The Gadsden Purchase Territory,

All lettering of the hap area is dark Gothic.

The Gadsden Purchase Territory, rominently white in color, carrier the wording "1853 Gadsden Purchase" arranged in three lines, in dark modified Roman. Appearate the lever left corner of the

in dark modified Roman. Appearing in the lower left corner of the stamp is the wording "3c U. S. Postage" in dark Gothic.

Stamp collectors desiring first day cancellations of this stamp may send a reasonable number of addressed envelopes to the Postmaster, Tucson, Arizona, with money order remittance to cover the cost of the stamps to be affined. An enclosure of medium wight should be placed in each welope and the flap either scaled a turned in. The outside envelope the Postmaster should be entered "First Day Covers."

I. A. Banquet At N. Y. C. In November

The annual get-together banquet of the Bureau Issues Association will be held at the Hotel Vanderbilt in New York City, Friday evening, November 20. This is an annual affair held in conjunction with the National Stamp Show staged by the American Stamp Dealers Association.

The B.I.A. will have a lounge at the show where members and vistes how where members and vistes the show where the show the s

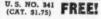
the show where members and vis-tors may stop to relax and meet

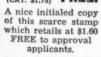
their friends.

The All-Boro Collectors Club of New York City, B.I.A. Chapter No. 2, who are observing their 20th anniversary this year, will be hosts at the banquet to the B. I. A. officers, top officials of the Post Office Department, the Bureau of Engraving and Printing, and prominent philatelists from every section of the country.

the country.

Reservations, accompanied by check or money order at \$6 per person, may be made with Morris Merkur, 18 Bay 26 St., Brooklyn 14, N. Y., before November 15. When writing please indicate whether meat or fish entre is defined.





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ALL THE CACTUS IN THE UNITED STATES, excepting several acres of it in Arizona and New Mexico is pictured in the stamp design above for the 100th anniversary of the Gadsden Purchase. Hopalong Cassidy, John Wayne and Gary Cooper all seem to appear in the above morbid scene which resembles something akin to a cowboy's inferno. The Post Office Department making like a frustrated chameleon has annouced that "the color will be announced later". However, the color will be appeared by the series of the color will be announced later." it has come out boldly and stated positively that the first day of issue will be December 30 at Tucson, Arizona.

Central Italy Provinces, Their Principal Products Heralded By Workers Issue

by Bert Happ CHAPTER XVI

THE WORKERS ISSUE

The Flocks - Sardinia. (50L)—Sardinia, to the west of Italy, is the second largest island of the Mediterannean, with an area of 9300 square miles. Its chief city is Cagliari.

The Nuraghe. These are prehistoric monuments or ruins, strange stone constructions apparently used for defense by the unknown inhabitants of prehistoric Sardinia. They are near Sassari, which is the second largest city of Sardinia on the northwest coast.

The Plow — Umbria (55 L) — Umbria, is a section of central Italy, bounded on the north by Tuscany, on the east by Abruzzi and The Marches, on the south by Lazio, and the west by the Tyhrenian Sea. Its principal city is Permian Sea. Its principal city is Cagliaria.

enian Sea. Its principal cay rugia.

The Monastery and Basilica of St. Francis, Assisi. The basilica was started in honor of St. Francis of Assisi in the two years between his death in 1226 and his canonization 1228. Originally the land on which it stands was the execution ground for condemned criminals and was called Infernal Hill or the Hill of Hell.

St. Francis in his humility

St. Francis in his humility asked to be buried there, and the Pope changed the name to the Hill of Paradise. People donated their time and money and the lower church was finished in 22 months. About 10 years later the upper church and cloister were added.

The upper church is in the form of a latin cross, having been erected in Italy by foreign architects when Gothic was foreign to the country.

the country.

The interior walls are decorated by Giotto and his followers from the 13th and 14th centuries and are considered the most important event in the history of modern painting. The upper walls have scenes from the Old Testament, and the lower walls 28 scenes from the life of St. Francis.

The lower church was decorated by Cimabue and the best artists of the Florentine, Sienese and Um-

by Cimabue and the best artists of the Florentine, Sienese and Um-brian Schools, including Giottone, Simeone Martini, Pietro Lorenzet-ti and "The Master of St. Francis." Brother Elias hid the body of St. Francis, fearing it would be stolen. It was not discovered until 1818 after 52 days and nights of intense search. It now lies in the

ACQUISITIONS

exceptionally fine group of Latin lerican country collections—notably ador, Mexico, Nicaragua, Paraguay, uguay and Venezuela, containing my scarce and seldom-seen "small" mps usually missing in even the st complete collections.

am now breaking down these collec-ions and solicit your want lists. Or, desired, I will be happy to submit nice selection on approval for inspec-on in your home. References, please.

DOUGLAS P. BALL 1135 du Pont Bidg., Miami 32, Fla

crypt below the lower church, with two altars above it.

The Harvest—The Marches. (60L)

—The Marches, is a section of central Italy on the Adriatic Coast bounded on the north by Romagna, on the west by Tuscany and Umbria, and on the south by Umbria and Abruzzi.

The Ducal Castle of Urbino.
This was erected 1476-82 by Luciano Laurano of Dalmatia by order of Federigo of Montefeltro, erstwhile successful condottieri. It is now used as a Government Residence and contains the archives.

Its dimensions are not grand, but it is pleasing rather than imposing. It is in the city of Urbine opposite the Cathedral. The library contains illuminated manuscripts there is a library contains illuminated manuscripts. scripts; there is a picture gallery with objects of art; the study of Federigo contains the finest wood inlays of the type in the world.

(Continued next week)

Three Postal Slogans For Cancelation Fans

Slogan cancellations are available at three cities for impression on the prepared postal cards or envelopes of collectors.

Until December 31 Lynchburg, Va. will publicize Lynchburg College. From January 1 to December 31, 1954 Ocean City, N. J. and Omaha, Nebr. will mark their 75th and 100th anniversaries of founding respectively.

Cards must bear a name and address, Envelopes must have a 3c stamp, name and address and enclose a stuffer. When sent to the postmasters they should be accompanied with a request that the slog an cancellation be applied.

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NHPOS Members Specialize In Mail Carried, Canceled By Automobile Post Offices

Virgil J. Geary

The National Highway Post Office Society was formed during the summer and fall of 1950 by a group of collectors of Highway Post Office FIRST TRIP Covers.

The first H.P.O. had been established early in 1941 and up to the summer of 1950 no action had been taken to organize the collectors of these covers, other than one or two similar organizations which had pledged their support in the furtherance of this hobby.

This group of HPO Collectors, (who had gotten acquainted through correspondence) felt that an organization was needed which would specialize in HPO's only, as something had to be done to create and promote interest in this particular philatelic field or the collecting interest in HPO's would dwindle away until there would be no one left.

Other draw backs and lack of cooperation were being encountered and it was felt that an organized group, specializing in this particular field, could probably do more toward reducing these complaints than a large number of collectors working individually.

Our first objective was the securing of advance information from the HPO section of the P. T. S.

Our first objective was the secur-ing of advance information from the HPO section of the P. T. S. (Postal Transportation Service) on the start of these new routes. When we received word that this infor-mation would be furnished, we immediately started to organize all collectors of HPO Covers.

The first notice of a new route between Fayetteville and Florence to be started August 14 was re-ceived July 28, 1950. As very few had notification cards on hand for such route inaugurals, the informa-tion was sent out in a letter and airmailed to each collector on our mailing list. mailing list.

mailing list.

We are proud to say that if it had not been for our notice of this start, it would also be among the few routes most collectors are hunting for today.

Our next objective was the publishing of a bulletin. This was accomplished under the very able editorship of Jerry Jarnick of Almond, Wis. The first issue was mailed October 20, 1950 and we have been able to put out an issue for each month although sometimes we have had to mail one or more we have had to mail one or more

issues together when we would get behind in our work. In 1951 the Society sponsored a

In 1951 the Society sponsored a cachet and serviced approximately 2300 Covers commemorating the 10th Anniversary of the establishment of Highway Post Office Service on the Washington and Harrisonburg H. P. O.

Also in 1951 we held our First Mail Auction Sale under John S. Bath of Washington C. H., Ohio, who was also acting president. The income from these sales helped finance the cost of the bulletin and promotion work of the Society. We have had six of these sales to date and our seventh will be held in the near future.

In 1952 our advance notice serv-

the near future.

In 1952 our advance notice service from the Post Office Department was halted but we are very fortunate to have personal contacts who furnish the information so that we are able to send the notices to members in advance of that in the Postal Bulletin.

During the last few months some rather quick notifications have been received in which there was not time to alert the membership. In these cases quite a few covers were serviced for the Society and the Covers sold to the members (Continued on page 8)

(Continued on page 8)

SENSATIONAL VALUES ON COMPLETE SETS OF MINT AUSTRIA

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The initial trip from Martinsburg to Harrisonburg will be designated as "ND Trip 1" and the continuation of this trip from Harrisonburg to Roanoke will be designated as "SD Trip 1."

The initial trip from Page 1.

The initial trip from Roanoke to Harrisonburg will be designated as "SD Trip 2", and the continuation of this trip from Harrisonburg to Martinsburg will be designated as "ND Trip 2".

Special first trip cachets and can-cellation stamps will be provided for each of the above named post offices. Collectors desiring first-trip cancellations should send their covers properly prepared, with postage prepaid at the first-class rate (3c), and ready for mailing to the postmasters as follows:

ND Trip 1 cancellations to the postmaster at Martinsburg, SD Trip 1 and ND Trip 2 cancellations to the postmaster at Harrisonburg, and SD Trip 2 cancellations to the postmaster at Roanoke.

A clear space of no less than 2½ by 2½ inches to the left on the address side of all covers must be left for the application of the cachet impression. chet impression.

Covers for first trip cancella-tions should be sent under cover or label to the appropriate post-master with an accompanying let-ter, or endorsement on the label, authorizing the holding of the cov-ers for the first-trip and request-ing application of the cachet.

No provision will be made for philatelic handling of the covers to or from intermediate post of-

to or from intermediate post offices along this route, other than
Harrisonburg. Covers will be backstamped only upon specific request of collectors.

Backstamping will be applied
as follows: ND Trip 1 and SD
Trip 2 at Harrisonburg, SD Trip
1 at Roanoke, and ND Trip 2 at
Martinsburg.

All covers intended for first-trip
cancellations should be in the
hands of the appropriate postmasters at an early date, and not later
than October 29. Covers received
after October 29 will be returned
to sender and will not be given first to sender and will not be given first trip treatment.



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A butterfly native to Sarawak was pictured on a stamp of that Colony issued in 1950.

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France Coat Arms, New Vals (2)	.03
Iceland Manuscript, New(5)	1.08
India Mt. Everest, New(2)	.35
Japan Ise-Shima Park, New (2)	.08
Japan Same Min. Sheet New(1)	.14
Japan Sikotsu Park Min. Sht (1)	.14
Jugoslavia Poet, New(1)	.10
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Highway Post Office Is Brain Child Of Californian; Early Opposition Defeated

Quite a few years ago, with the increased use of the automobile, passenger revenue on the short line railroads, gradually began a steady decline. Lines, which a few years before had boasted of two or more trains each way, each day, were gradually cutting their service to one per day by going out in the morning and returning in the afternoon. Later, this was reduced to an outbound trip one day and would return the next. The only revenue being derived from these trips was the revenue from transporting the RPO (Railway Post Office) and Express cars, but was not enough to support the maintenance of these trains.

As permission could be obtained the lines would be discontinued and the towns along the route would find themselves without mail service except by Star Route. This method was much cheaper for the Post Office Department, but there was an increase in the delay of the delivery of the mail. Mail that might be addressed to a neighboring town just a few miles away might be delayed one or two days as it would have to be taken to a terminal where it would be worked and would be dispatched the next day. If it was designed for Rural Delivery service, it might arrive after the Rural Carrier had departed for his route which would necessitate another day's delay.

Not only was mail being delayed by the discontinuance of the RPO trains, but each line discontinued meant that one or more Railway Mail Clerks would have to transfer to other lines or RPO's depending on their length of service or eligibility to obtain transfers.

In the latter part of the "twenties", a group of Railway Mail CLAW NO 740 author.

fers.

In the latter part of the "twenties", a group of Railway Mail Clerks in the Sacramento, Calif. branch of the Railway Mail Association began to see what was hapening and knew that eventually there would be many more Railway Mail Clerks than there would be openings for them

way Mail Clerks than there would be openings for them.

This group of Railway Mail
Clerks headed by James F. Cooper, (now retired after 41 years in
the mail service) began talking of
fitting up a truck or a bus similar
to an RPO car and using this when
an RPO would be discontinued.
They wrote many letters and made
many talks in trying to interest many talks in trying to interest their brother clerks and other in-

their brother clerks and other in-fluential people in their idea which was later to be called the "Modern Pony Express", or High-way Post Office.

All manner of criticisms and ob-stacles were tossed at them but in their enthusiasm, they managed some way to find an answer that would overcome the objection, and became more determined to put their idea across. Mr. Cooper even went so far as to secure even went so far as to secure plans of a bus equipped with stabi-lizers to eliminate the objection of the bus swaying so that a clerk would not be able to work the letr case. Quite a few of the clerks did not

Quite a few of the clerks did not approve of this new idea as they felt they would be unhappy any place except on an RPO, but when confronted with the picture of what was happening very rapidly to their livelihood, they gladly changed their way of thinking and began giving the idea their enthusiastic approval.

In 1927, Mr. Cooper presented his ideas before a meeting of the Sacramento Branch of the Railway Mail Association and these ideas and plans were agreed upon

ideas and plans were agreed upon by the entire membership. Mr.

Association then redoubled its efforts and finally the Department rewrote the bill to their liking which eliminated some of the objections and changed the attitude of the Officials.

of the Officials.

PUBLIC LAW NO. 740, authorizing the establishment of Highway Post Office Service was passed by the 76th Congress and was approved by the late Franklin D. Roosevelt, July 11, 1940. This law, provides that vehicles and equipment may be government owned and operated or privately owned and operated under contract.

This law further provides that Highway Post Office service may be established only in areas where it is found that adequate railroad facilities are not available. Therefore this service is not in competi-tion with, but is an adjunct to the Railway Mail Service.

Provisions have now been made in this law to allow railroad companies which are presently carrying RPO cars, to furnish Highway Post Office service in lieu of the RPO car if they wish. However, the Postal Transportation Service, (as the old Railway Mail Service to the recognize that the recognize the recognize that the recognized that the tas the old rankway man Service is now called) does not recognize these as true HPO's, but only as RPO Buses, and they are not under the jurisdiction of the Highway Post Office Section of the Postal Transportaion Service.

In most cases, the canceller used in the RPO is transferred to the bus without change but in a few instances Trip was substituted for TR which designated the train number on which the RPO car was

number on which the RPO car was carried.

Since the Department does not recognize these Railroad Operated Buses as Highway Post Office Buses, they do not provide any notice of the establishment of these routes and neither do they provide any philatelic service for collectors but we will dscuss this lack of cooperation with philatelists further on.

further on.
After Public Law No. 740 had

CANADA 50c TEXTILE INDUSTRY-Nov. 2, 1953

First Day Covers serviced on ARTCRAFT engraved cachet: Single 85c; block \$2.75; plate block \$5.00. Orders now accepted for this issue. Mint stamps: single 65c, block \$2.60; plate block \$3.50; used single 25c.

50e TEXTILE INDUSTRY "G" first day covers for this issue; mint stamps 65c; block \$2.60; plate block \$3.75; used sin CANADA STAMP PRICE LIST

New Canada Stamp Price List CA-3 1953 now issued; send for copy if you do not already have one. EDWARD L. ZIRKE, Inc.



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been signed into being, the first Highway Post Office route was established. It was between Washington, D. C. and Harrisonburg, Va., and was established February 10, 1941. Naturally, all eyes were watching this route and it was soon discovered that mail could be expedited quicker and at less cost than formerly on the RPO's.

On May 10, 1941, the second route between South Bend, Peru and Indianapolis, Indiana was established and the third route between San Francisco & Pacific Grove, Calif. was started August 4, the same year. Everyone was watching the results of these routes which, being established on the East Coast, Central Section and West Coast, gave the Department a good gave the Department a good chance to study their adaptability in all sections of the United States.

Of course, while these routes were being watched so closely, along came "Pearl Harbor" and World War II. As no equipment was available during the war, the HPO program had to be shelved. It was not until after the war that more equipment was available and in 1946, three more experimental routes were established. These were between:
Union, Miss. and Mobile, Ala.
— September 9, 1946.

Saginaw and Detroit, Mich. —
October 8, 1946.

Jackson and Benton Harbor,
Mich. — October 15, 1946.

Mich. — October 15, 1946.

During 1947, the Department sat back and watched the results of the first six Highway Post Office routes in the United States. After a re-study of the layouts of these first half dozen it was discovered that the Jack & Bend very closely paralleled that of a "Star Route" which contract was held by a private contractor and not wishing to antagonize such contractors, the Jack and Bend was discontinued on July 31, 1947 after 9½ months service.

on July 31, 1947 after 972 months service.

This remained the only HPO ever discontinued until June 30, 1953 when the Rutland, Vt., & Albany, N. Y. was discontinued after 4 years, 5 months and 3 days of service. Route was discontinued because of "insufficient mails.

After studying the established routes, comparing costs, and the efficiency with which mails were being expedited, appropriations were allowed and 16 routes established in 1948. Thirty-nine routes were established in 1949, and were established in 1949, and thirty-one more in 1950, making a total of 92 routes established with only one being discontinued in nine

In 1951, no official news was received regarding the program for that year. As it was the tenth (Continued on page 8)

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628 2c White Plains ...
649 2c White Plains ...
640 2c Walley Forge ...
645 2c Valley Forge ...
646 5c Hawaii ...
648 1c Hawaii ...

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Polar Expedition Seals, Covers

Tremendous philatelic interest has been aroused in Australia and other parts of the world by the news that an expedition will leave Melbourne on January 9, 1954, to establish a permanent base on the Autoretic continent Antarctic continent.

The expedition is being organized by the Antarctic Division of the Department of External Affairs, to Department of External Attairs, to whom all inquiries about the project should be addressed, and will be the best equipped expedition ever to sail into Antarctic waters. The expedition will travel in the Danish motor ship Kista Dan, a 1000 ton vessel specially designed for navigation in pack ice, and will set up a base between Kemp Land and Princess Elizabeth Land. A scientific and meteorological

A scientific and meteorological station will be established and intensive air and land surveys will be carried out to determine the mineral resources of Antarctica. A special search will be made for deposits of uranium and other rare minerals.

who secured souvenir covers from these Antarctic island outposts are now preparing to dispatch covers to the mainland base for servicing and transmission back to Australia later in the year.

Special souvenir covers and postcards have been prepared to commemorate the occasion and a set of souvenir stickers has been designed for collectors to use in association with special covers and association with special covers and cards. There are four designs in the series, all based on Antarctic themes, and the stickers are attractively printed in four different colors. Many Australian collectors are buying mint sets for their albums as well as securing sets for use of souvenir covers.

Soud inquiries by airmail or air

Send inquiries by airmail or air letter to Antarctic Division, Depart-ment of External Affairs, Melbourne, Australia.

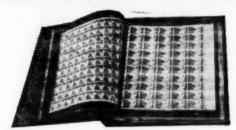
Grand Junction Club Offers Show, Cachet

be carried out to determine the mineral resources of Antarctica. A special search will be made for deposits of uranium and other rare minerals.

Postal facilities available from this base are expected to be patterned on the lines of the services available from base camp post offices now established on Heard and Macquarie Islands. Collectors

do stamp will be mailed on November 7. These covers are to sell at Kemper, 2792 F Rd., Grand June-15c each. Payments and names and

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UNITED STATES	
17 12c VG-F	\$22.5
24.68.73 Lot F	5.2
38 30c VG	32.5
67B 5e VG	8.0
68 10c VG	20.4
9 68,69,76-77 Lot F-VF	8.0
71 30C F-VF	8.0
71 39c F	10.2
71 36c Pair VG	27.5
77 15c VG-F 78A 24c VG-F 87 2c VG-F	8.5
78A 24c VG-F	6.5
87 2c VG-F	18.5
89 10c VG	7.50
89 10c VG	10.75
115 6 VG VG	8.56
118 10c VC	8.50
118 15c VG-P	32.50
119 15c VG-F	9.00
117 12c VG-F	8.50
145 1c VG-F	6.75
148,152 Lot VG-F	6.75
153 24c VG-F	10.06
163 15c VG	45.00 6.50
227 IBC F-VF	4.25
920 30e W	7.50
230 30c F 240 50c VG-P	11.00
. 260 50c P	6.00
291 50c P	10.00
291 50c F	
327 19c F	15.00
H 343-4 1c,2c Blk of 4 P-VF	6.50
# 346 4c Blk of 4 P	17.50
373 2c Pair P	6.00
305-00 IC,2C pairs, F	7.70
300 404 5c 100 W	7 05
401.403-4 Test VG-P	8 60
# 506 Sc Blk of 4 F-VF	4.00
E 515A 20c Blk of 4 F	15.00
548-550 Set F	4.80
296-299 4c-10c F 227 10c F 433 44 1c, 2c Blk of 4 P-VF 43 344 c Blk of 4 P 373 2c Pair F 391 2c pairs F 391 2cts pair VF 391 2cts pair VF 392-404 5c, 10c F 401,483-4 Lot VG-F 50 36 Blk of 4 P-VF 515A 20c Blk of 4 F 646-55 Set F 620,621 Set F	4.10
H 018 6c Blk of 6 P	20.25
O30 12c Justice printed on both side.	
	????
O39 7c Navy VG	10.00
O39 7c Navy VG	4.00
a se big of 4 with part imprints r	3.00
TI Ose ee - Du	
TOS6 90c Blk of 4 perfect centering F-VF	35.00
n oos at war Dept. Bik of a F	00.00
T	
050 6c Blk of 4 VG-F	4.00
OTA ORA CON 4 VG-F	17.50
072 1c Blk of 4 VG-F 074-080, 082 Lot VG-VF 084-85 088-9 092-92 VG-W	15.20
	5.00
Q7-9,Q11 Lot VG-F Q8-9,Q11-12 Lot VG-F	5.20 5.75
MILITARY OVERPRINTS M7 (Sanabria) 6c double inverted overpr. "EF" with poste Navale canc. F M. Bid	
"DP" (Sanabria) &c double inverted overpr.	- 4
"FF" with poste Navale canc. F M. Bid M7 6c with one reg. and one inverted	5.00
overpr. (double) mosts Navala	
poste Navale canc. F.	5.00
Min. Did	

LOS Red canc. P

El 10c F 5.00 10 Guam 15c F 7.00 BRITISH EMPIRE

90 Sah Gr. Britain VG
110 1 Pound F
110 1 Pound F
117-128 Australia (Specimen) F
18-21 Bahawaipur VF
190- Barbados 1P Bik of 4 VF
190- Bermuda set VF
8- Br. Columbia F
19.13,15 Br. Honduras Lot F
78 Br. Solomon Islands VF 1 Pound P 30.00
129 Australia (Specimen) F (81.00)
12 Bahawaipur VF 19.80
Barbados 1P Blk of 4 VF 4.00
3 Bermuda set VF 4.00
7. Columbia F 5.00
3.15 Br. Honduras Lot F 9.25
Br. Solomon Islands VF 2.80
Offices in Morocco #93-4 set VF 6.15

0 年 30B 15c Blk of 4 F 20.00

6 0 50c P 4.25
8 22.09 F 17.50
Bot Frank Canada Pacific Railways
Thigraph Stamp F 7???
CAPE OF GOOD HOPE
6 1sh Green F-VF 40.00

CANADA

I	facquarie Islands. Collectors velope bearing	a copy of the Colora-	
	89 * 1 5F. Imperf proof F ?? 90 * 2 10F Imperf proof F ?? 91 * 3 20F Imperf proof F ?? 92 * 4 2F Imperf proof F ?? 93 * 5 5F Imperf proof F ?? 94 * 6 10F Imperf proof F ?? 95 * 7 1F Imperf proof F ?? 96 * 254-55 set Blk of 4 VF ? 97 * B2 5M Flk of 4 VF 4 98 * B2 5M Flk of 4 VF	197	00 0) 00 00 00 00 75
2.5 5.2 2.5 0.0 8.0 8.0 8.0	5 108	15 213 16 20 80c F	? 20 20 20 20 20 20 20 20 20 20 20 20 20
0.2 7.5 1.7 3.5 3.5 3.5 3.5 1.5 1.5 1.5 1.5 1.5	5 112 ○ 1 3F G-VG 40.0 113 ○ 1 3F Tied to piece F 40.0 5 114 ○ 2 6F signed VG 125.0 115 ○ 35 3F pair VG 40.0 116 ★ 16B Nepal Tete Beche pair F 7.0 NEWFOUNDLAND 117 ○ 15A 1F F	GREECE 0 217	0
.7! .0! .5! .5! .50 .00 .50 .50 .50 .50 .50	123 ★ 13A 1P F 4.5. 124 ○ 2C New S. Wales VF 50.0 125 ★ 23 New Zealand VG 7.5. 126 ★ 010-13 Pakistan set F 10.8 127 ★ 80-83 Palestine 100M-500M F-VF 10.8 128 ★ 72-73 Selangor VF 9.0. 130 ○ 10 St. Christopher VF 5.0. 131 ★田 113 St. Helena 6d Blk of 4 F 7.0. 123 ★ 95-6.99.104-9 St. Vincent Lot F 8.2. 133 ○ 79-94 Soudan set F 7.2. 134 ○ 9 Tasmanla 4p VG 12.0. 135 ★ 224-25 Zansibar VF 3.1.	0 220 ★ 462-4 1-5p F 6.00 231 ★ C24-25 set VF 8.00 0 231 ★ C24-25 set VF 9.53 0 232 ★ 248-58 Liberia 5 sets F 15.35 0 233 ★ C1-6 Liechtenstein set VF 9.50 0 233 ★ C1-6 Liechtenstein set VF 9.50 0 235 ★ C2-7 Monaco set VF 4.55 0 236 ★ C24-27 Monaco set VF 6.75 0 237 ★ C21-26 Imperf set VF 6.75 0 239 ★ C21-26 Imperf set VF 7.27 0 238 ★ C21-26 Imperf set VF 7.27 0 239 ◆ 6 Netherland 15c VG 10.00 0 240 ★ 220-239 Norway set VF 9.43	3 1
70 50 85 60 00 80 10 25	GERMAN EMPIRE GERMANY 136 ○ 11 18kr. F-VF	Center omitted VF ????? 244	
000	postcard 23.7,1921 F	260 * 5 Sardinia 20c F	1.
50	GERMAN OFFICES AND COLONIES 149	269 CB1-10 Somalia Italiana set VF 10.00 270 C2 Spain Guinea 10 copies VF 8.56	1
9 00	157 ① 19A 1kr. F	269 * CEl-10 Somalia Italians set VF 10.00	2
0	13 15 17 18 18 18 18 18 18 18	275 (*) 11.4 6rp. P	F
0 5 0 5 0 5 7	1176 O 15 18kr. WO-F 7.59 1176 O 51 18kr. WO-F 7.59 1176 O 51 18kr. WO-F 7.59 1177	THRACE 283	
	183	201 ★ 20 Ukraine 7rbls. Blk of 4 expertised F 10.00 282 ★ C47-56 Venesuela F 4.04 283 ★ 87-88 set F 21.55 LOTS, ACCUMULATIONS, COLLECTIONS (If Not Stated, Are Not Mounted)	
1	187 ★ 33 Argentina Se pair F 80.00 188 ★ CB5 set VF 7.56 189 ○ 2 Austria 2Kr. F-VF 5.00 191 ★ 38 Kr. clear red canc. F 9.00 191 ★ 30-93 set included Germany #507 2 overpr. Biks of 4 VF 72? 2 t 136 Belgium 5fr. F 7.56 183 ★ B114-7,Q17-5 sets F 6.30 184 ★ B223-40 set F 6.30	295 ○★ U.S. and Br. Colonies 290 diff. Nice 34.00 296 ○★ U.S. and Br. Colonies 565 diff. very nice 38.75 297 ○★ Br. America 79 diff. 25.00 BRITISH COLONIES 298 ★ 100 diff. mint mostly pictorials cat \$10.00	-

	EGYPT	197 O 28 600r. VG	36
	EGYPT 90 * 1 5F. Imperf proof F ??! 90 * 2 10F Imperf proof F ??! 91 * 3 20F Imperf proof F ??! 92 * 4 2F Imperf proof F ??! 93 * 5 5F Imperf proof F ??! 94 * 6 10F Imperf proof F ??! 95 * 7 1F Imperf proof F ??! 96 * 525 * 55 * 5 Blk of 4 VF	197 28 sept. VG	30
	92 * 4 2P Imperf proof F	201 4 438 CZECHOSIOVARIE 10H, IMPERI VF	36
	94	203 6 Blo-20 Zar Ar Ar Budweis "Slovensky Staat" on Austrian stamps 3h-10kr. Cpl. set of 19 F 2???	30
	96 + 254-55 set Blk of 4 VF	0 10 10 10 10 10 10 10 10 10 10 10 10 10	30
,	98 B2 5M Blk of 4 VF	0 207 O 14 Denmark 8s. F 5.00	31
	100 * C2,E1,E2 Lot VF 101 * 25,26,27,29 Falkland Isl. "Specimen" F (18.85	208 & 249 Dutch Indies 2gld. Imperf. rarity	31
	102 O 16,21,22 Grenada F	VF	31
	104 ① 1,3-4,13-14,16-8 Jhind Lot F 5.7 105 ★ 52,54 Kedah VF 9.0	0 209 * 316 Ecuador 10s. VF	1
2.5	0 106 O 11-13 Kelantan VF 19.7 0 107 * 11-12 Lot VF 4.7	209 * 316 Ecuador 10s. VF 4.00 5 210 * 331,333-8 Lot VF 5.10 5 211 * 13 Tallin (Michel) 'Essti Post' on 5 Rubel Imperf big rarity F 520	31
2.5	109 Lundy Island Coronation set of 7 VF ???	212 ① 2 France 15c P 50.00	31
0.0	0 111 * 12-14,17,21,49,51 Montserrat Lot P 6.5	5 213 * 20 80c F 60.00 214 0 48 80c F 12.00 215 * 26 (Sanabria) Richelieu expertised F 15.00	
1.0	0	215 × 26 (Sanabria) Richelieu expertised F 15.00 216 × C27-32,CB24,CE29-30 French Morocco set VF	31
1.2	5 112 ① 1 3P G-VG 40.0	GREECE	32
.5	5 1114 (2 6P signed VG	217 O 281 20ap. F 6.00	1 34
.5	0	218 × 344-63 Set F-VF	1
.0	116 * 16B Nepal Tete Beche pair F 7.00	220 379 75ap. F 9.00 221 N60.N71 lot F 12.50 222 N167 Cavalle signed F 15.00	32
.7		223 (N171 15L. signed F	1
.50	118 (21 6½P VG-F 50.00	223 ○ N171 15L. Signed F 35.90 224 ○ N175 1d F 35.90 225 ○ N219-228 set F 13.15 226 ★ C5.C8A.C9.C11 Hatti Lot F 6.95 227 ★□ C24 10c Blk of 4 VF 4.90 228 ★ 16-20 Sanabris, Honduras set F 5.00 229 ◆ 4 Hungary 10kr. VG 10.08 230 ★ 462-4 1-59 F 6.90	323
.50	120 0 112 10c VF	226 * C5.C8A.C9.C11 Haiti Lot F	320
.50	122 ① 10 Nevis 4P F	228 16-20 Sanabria, Honduras set F	321
.04	124 🔾 2C New S. Wales VF	231 + C24-25 set VF	321
01	126 × O10-13 Pakistan set F	232 ★ 248-58 Liberia 5 sets F 15.35 233 ★ C1-6 Liechtenstein set VF	331
25	128 * 72-73 Selangor VF	235 * C2-7 Monaco set VF	1
00	130 (10 St. Christopher VF	237 & C21-26 Imperf set VF	333
70	132 * 95-6,98,104-9 St. Vincent Lot F 6.20	229 ○ 4 Hungary 10kr. VG 10.09 230 ★ 662-4 1-59 F 6.90 231 ★ C24-25 set VF 8.09 232 ★ 248-58 Liberia 5 sets F 15.35 233 ★ C1-6 Liechtenstein set VF 9.95 234 ○ 1.3 Luxembury Lot VG-F 25.09 235 ★ C2-7 Monaco set VF 4.05 26 ★ C86.C14-15 Imperf set VF (37.50) 237 ★ C21-26 Imperf set VF (37.50) 237 ★ C21-26 Imperf set VF 9.29 238 ★ 245-246 Imperf set VF 9.29 239 ○ 6 Netherland 15c VG 10.09 240 ★ 220-239 Norway set VF 9.43 241 ★ B20-31 Sets VF 9.656	334
00 50	134 🕝 9 Tasmania 4p VG	241 k B20-31 Sets VP 6.50 242 · J7-12 set P 5.75	336
50	GERMAN EMPIRE	241 ★ B20-31 Sets VF 6.50 242 ○ 77-12 set F 5.75 243 ★ 244 Paraguay 1p. Imperf proof. Center omitted VF 797? 244 ★ 16 Parms 80c VG 120.00 245 ★ 381-4 Peru set F 10.35 246 ○ 1 Poland 10k. VG-P 15.00 247 ○ 41 3h F 15.00 248 ○ 42 5h F 15.00	337
70 50	GERMANY 136 ① 11 18kr. F-VF	244 * If Parma 80c VG	338
85 60	136 ○ 11 18kr. F-VF 17.50 137 ○ 62,64 1,3Mk. F 4.75 138 ★ 319A Inverted expertised F 15.00 139 ○ Goriltz on yellow paper F ????	248 ① 1 Poland 10k. VG-P	
00	139 Gorlitz on yellow paper P ????	248 (-) 42 5h F	_
80	142 W Montenegro #2NC18-23 air set UF 4 25	248 () 41 3h F 15.00 248 () 42 5h F 15.00 249 () 43-44 Lot F 16.00 250 () 45-52 12h-2kr. F 56.25 251 * 50 90h F 50.00 252 () 56-60 set F 51.50 253 * J1.3,5 Lot F 5.25 254 * N30-55 set F 8.09 255 () 9 Portugal India 300r.	
25	142 k Montenegro #2NC18-23 air set VF 4.25 143 k Latvija Legion on the East Front set of 4 essays VF ???? 144 C C39 4Mk. Southamerika flight Zepp VF 10.00	252 ① 56-60 set F	
	144 ○ C39 4Mk. Southamerika flight Zepp VF 10.00 145 ○ 5.10.20pf Stampday set of 3. On air postcard 23.7,1921 F	254 N N30-55 set F	On
?	146 7 7 Mol 1925 Heilbronn-Warehugg "Mie	world rarity VG-P	
00	Special cancellation F	256 * 11A Rumania 30 F 50.08 257	Of
-	Herchen-chain (Oberhessen) red special	259 * 5 Russia Offices in Turkey P 12.90	_
100	stamp and special cancellation extremely rare VF ????	250 * 5 Sardinia 20c F	1.
0	148 C39 on cover with red special canc. F ???? GERMAN OFFICES AND COLONIES	261 * C20-23 Salvador set F	69-
0	149 (45 Offices in China F	261 ★ C20-23 Salvador set F 8.00 262 ★ Slovakia 5k (25.V.1921) red easay VF ???? 263 ★ 243-54 Slam set VF 12.23 264 100 diff. Min. Bid 2.50 265 150 diff. Min. Bid 5.00 266 ★ 25 Shanghai 16c and F 10.00 267 ★ 31 2c and F 10.00 268 ○ 117a,117a, one blue, the other 10.00	
0	150 * 33-9 Offices in Morocco F	265 150 diff	
5	153 ① 21 German East Afrika 3 R. F 17.50 154 ② 41 3R F 30.90	267 * 31 2c and P	Plea
0	155 ① 7-14 German New Guinea P 17.80 156 ② 6 Togo 56pf. F	red canc. F 18.00 269 * CB1-10 Somalia Italiana set VF 18.00 270 * C2 Spain Guinea 10 copies VF 8.56	it b
_	OLD GERMAN STATES	270 & C2 Spain Guinea 10 copies VF 8.56 271 & 55-60,57-60 Lot Spain F 20.66	
0	157 ○ 19A 1kr. F	272 * LX1 Sweden 1sk VG-F 10.00	
-	100 (·) 4 Brunswick /4gr. F 20.00	273 * 169.171.175-8,182.184 F 7.10 274 * 1912 50 ore air semi official signed VF Min. Bid 12.00	BT.
0	161 ① 5 1/3gr. F	SWITZERLAND	Naı
0	101	275 ○ IL4 6rp. F	Add
	165 (·) 11 3gr. F	277 O 12 15Rp. P	
2	168 () 16A 3pf. F	278 19 40Rp. VF 10.00 279 31 2Rp. VG 12.50 280 Cl 30c VF 17.50	City
	167 ★ 5 1/15th. proof F 2??? 168 ○ 164 3pf. F 7.56 169 ○ 28 2gr. F 5.00 170 ○ 6 Oldenburg 1/10th F 7.50 171 ○ 51 Thurn and Taxis 15kr. F 7.50 172 ○ 16 Wurtemberg €kr. F 7.60 173 ○ 52A 14kr. F 16.06 174 ★ 69 2Mk. F 190.00 175 ○ 14 Thurn and Taxis F 35.00 176 ○ 51 15kr. VG-F 7.56 177 ★ 49-58 set VF 4.18 178 ★ 94A.95 set F 11.50 179 ★ B19.B27.B23 lot F 5.75 180 ★ B23-27 set VF 5.18	SYRIA	_
1	170	281 km 282-85,C96-5 Set Blk of 4 VP 10.64 282 km C109-113 set Blk of 4 VP 22.00	Ref
	174 * 69 2Mk, F	TUDACE	
	175 O 14 Thurn and Taxis F 35.00 176 O 51 18kr. VG-F 7.59 177 4 49-58 set VF 4.18 178 4 94A.95 set F 11.39 178 4 1919.527.832 lot F 5.75 180 4 B23-27 set VF 4.60	283 ○ 25-28 10p-2Fi F 60.00 284 ★ 28 2Fi F 25.00 285 ★ 30 5F VF 35.00 286 ★ N45.N73-75 F 14.00 287 ★ N54.N75 Lot F-VF 18.50 288 ○ N172 20Ap aigned VF 30.00 289 ★ 12 Two Sicilies igr. F 8.00	
	178 * 94A,95 set F	284 * 28 2Pl P 25.08 285 * 4 30 5P VP 35.08 286 * N45,N73.78 * 14.00 287 * N75,N75 Lot F-VF 14.00 N172 203 Lot F-VF 18.58 N172 203 nigned VF 38.00	
	180 ★ B23-27 set VF 6.40 181 ★ 33 Memel 20Mk. F 18.00 182 ★ 171 Saar 1Mk. Imperf large margias F????	287 * N54,N75 Lot F-VF	Plea
	100 % ALL Saul IME. Imperi large margins # 7777	289 🖟 12 Two Sicilies 1gr. F 8.00	Lot .
	FOREIGN STAMPS	290 ① 9 Tuscany 60cr. P	
	184 · 5-7 Lot F	291 * 20 Ukraine Trbls. Bik of 4 expertised F 10.00	
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304 5 506 diff. 306 15 506 diff. 307 \$\sim \text{300} \text{300} \text{300} \text{300} \text{301} \text{300} \text{300} \text{301} \text{300}	int cat. \$50.50 Min. Bid 14.00 int Cat. \$50.00 Min. Bid 12.00 int Cat. \$75.50 Min. Bid 12.00 int Cat. \$75.50 Min. Bid 6.25 Min.
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WEEKLY STAMP NEWS

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Entered as second class matter April 23, 1942, at the post office at Sidney, Ohio under the act of March 8, 1879.

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LEWIS F. TURLEY Advertising Manager

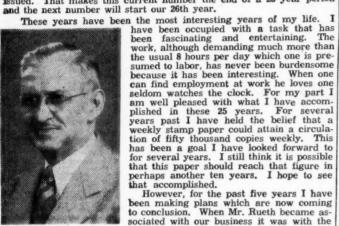
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OLOSING DATE for new copy or change, Wednesday noon, for publication secon Monday following.

Twenly-Five Years Ago

On Monday November 5, 1928 the first number of this paper was issued. That makes this current number the end of a 25 year period and the next number will start our 26th year.



GEORGE W. LINN

GEORGE W. LINN

COULD CARRY On and continue the paper, that is the reason for his interest in this business.

Since his association with the business, I have been planning not to retire as one usually retires but to give up the active interest that I have had over the past 25 years, to take life a bit easier. In doing this I have finally concluded to settle in Florida. I have a definite reason for this choice which is simply because for the past 20 years I have had a heart ailment commonly referred to as an angina. I was advised by physicians that if I would take care of myself that it was not too dangerous. I have a good bit of belief in heredity and am happy to say that I favor my mother's side of our family. She, her parents and most of her brothers and sisters all lived to the ripe old ages of from 80 to over 90 years of age. I have an idea that if I live right in the years to come that I will have another ten or fifteen years to my credit and I am thankful that I have come to such a position whereby I can take the time to live right and have thus made the decision to do so. I could of course continue as some men do, to struggle for an extra dollar, but in doing so I feel that I would be cutting a day off my prospects for each dollar gained. I know quite well that one can not take it with them, thus my reason for picking Florida is that in this state of perpetual sunshine and pleasant weather I will be able to live outdoors as much as I choose to do so, because the weather will be fit for outdoor living most of the time. Whereas in this part of the country winter weather is such that one who can not be active while outdoors had best stay in the house, and I choose to be outside and enjoy myself.

In looking for the right spot in Florida I disregarded the coast line because fishing along the coastel waters is a year streament tack. Since his association with the business, I have been planning not

In looking for the right spot in Florida I disregarded the coast line because fishing along the coastal waters is a very strenuous task, and if I ever did hook a big one I should have to throw the pole overboard as I could not struggle with the fish, my heart would not stand it. Also I wanted a quiet place with nice water to fish in. The coastal lines especially the east coast are almost a perpetual coney island and not to my liking for pleasant living.

to my liking for pleasant living.

I chose central Florida because it is beautiful country. There are rolling hills and hundreds of small lakes filled with good fish that can be caught from the shore or from an ordinary small boat. I did not want in a city where neighbors would be on all sides of us and we would have just another city to live in. We finally picked a small community called Howey-In-The-Hills. This is in Lake County, about 35 miles west and a bit north of Orlando, about 50 miles south of Ocala and about 60 miles north of Lakeland. It is just a few miles east of route 27 which cuts down through the center of the state and goes to Miami.

Howev is situated on Lake Harris, which is the fourth largest lake

Howey is situated on Lake Harris, which is the fourth largest lake in Florida, has an area of nearly 28 square miles and is only one of 1400 named lakes in the county.

Howey has a population of about 250 and in winter season about 350. Its only industry is a large packing plant that ships citrus fruit, plus all the orange groves which surround the town on all sides. There is a large hotel there that is open during the winter season. A good nine hole golf course with an excellent club house.

I will not attempt to tell you about our new home there but will wait till we get into it, and then tell you about it, for I will have a large stamp room there as I have had here in Sidney.

We plan to move from Sidney during the first week of November. I shall continue to write the editorials for the paper and keep in close touch with the entire business. I also expect to have enough time that I can write other items and articles for the paper from time to time.

Mr. Rueth will continue as in the past to handle all the reading copy for the paper and it will be his responsibility as it has been for the past few years to keep it of interest to our readers.

Mr. Lewis F. Turley will continue to handle all advertising matter and will be manager of the office here in Sidney as my personal repre-

I must therefore request that in addressing mail, please address it to Linn's Weekly Stamp News. When addressed to an individual it can go to places where it should not go. All subscriptions, advertising copy or copy for publication in the paper should go to Sidney and be addressed to the Weekly. Only mail personally intended for me which is strictly personal mail or in reference to my editorials should be addressed to me at Howey. In this manner we expect to function in the same manner.

personal mail or in reference to my editorials should be addressed to me at Howey. In this manner we expect to function in the same manner as in the past and with as much success. I shall leave it entirely to you who have had my name on your mailing list to use your own judgment as to whether the address should be changed to George W. Linn, Howey-In-The-Hills, Florida or to Linn's Weekly Stamp News, Sidney, Ohio. Please make such changes if necessary at once.

I am not going to say "good-bye". I might try to be a bit funny and say "au revoir but not good-bye" as the French are supposed to say it, at least I have read in books that, that is what the French say, but since my knowledge of French is limited to "cinq centimes" or "un franc" or perhaps "rouge or noir, or timbre postes" and such other words as one picks up from postage stamps and stamp catalogues it is perhaps best that I keep away from the French and simply let matters stand as they are with the explanation as given above.

I still hope to keep in touch with as many of our subscribers as possible. Florida is filled with stamp collectors and there are many small local clubs. I will have time and I will meet many of these people and in fact hope to be a bit more active in some stamp matters than I have been in the past few years, so just remember, I will be talking with you regularly in the future. It will take us three or four weeks to get organized when we arrive in Florida but after that I will be running along on all eight cylinders again.

SMILEATELICS....Bob Ricker



"Are you the new inverted cen-ter?"

Preparing Covers For HPO 1st Days

Bryant A. Long

1. Send standard size envelopes (35%" x 6½") with 3c stamp affixed at upper right only, and your

fixed at upper right only, and your address at extreme lower right, under cover addressed to Postmaster at first-named terminus for Trip 1, and second-named for Trip 2. Do NOT place either stamp or address near the center, or near the left.

2. Include brief specific instructions, in as few words as possible on lower left corner of outer mailing envelope, as to type of handling desired. Many collectors utterly fail to say just what they terly fail to say just what they

wai.
3. If you want both Trip 1 and
Trip 2, send your mailings in separate envelopes — one to each
post office named, and not both to
one office expecting it to be for-

warded.

4. Always send covers to the terminal offices; it is strongly interminal offices; it is strongly inadvisable to send one under cover
to any local post office along the
route (although it may be mailed
on the bus in person). In particular, do NOT ask for postmarks of
a local post office to which sent;
application of such postmark is
prohibited, even as backstamp, if
it is to be postmarked on the HPO.
Such local covers are in no way
marked differently from regular
ones, unless autographed — hence,
send HPO F. D. covers to terminal offices.

5. Do NOT try to send for, or secure, a cover showing the standard steel cancel of the route dated ard steel cancel of the route dated as of the inaugural trip. That can-celler is not even on board; and it cannot be used or dated for a trip earlier than the second one. For impression of regular steel cancel, send (preferably after first 6. Do NOT ask for autographs of clerks on the bus (and never of the entire party:) or of terminal postmasters. It is impossible to fill most such requests amid all the busy preparations and procedures involved in inaugural trips. Do NOT even if you are a philatelic editor or official, send detailed questionnaires to District Superintendents for first-trip data; club together with someone who obtains such data by special arrangement. Above all, NEVER send unstamped forms or papers requesting application of postmark or cachet of first trip thereon. Such applications, except on official government records and booklets, are contrary to law.

7. Do NOT send postcards, or 6. Do NOT ask for autographs

7. Do NOT send postcards, or envelopes of very small size, unless you want to take the chance of receiving no cachet. Clerks are instructed to leave off cachet where it would overlap postmark as on a postcard, though some will apply it if requested.

8. Do NOT send to Postmasters for first trip covers of new R. P. O. Bus (railroad-operated HPO) routes. No special cachet or cancel is furnished. For postmark; either first trip or later; send to Clerk-in-Charge of R. P. O. Bus as in Rule 5.

Rule 5.
9. Do NOT send obnoxious com-9. Do NOT send obnoxious com-plaints to Washington on mishand-ling of H. P. O. or RPO Bus cov-ers, possibly resulting in severe restrictions on collectors. Request correction politely, or in special cases write a courteous note to the local officials involved only (Dist. Supt. of HPO involved, c/o post-master at terminus).

master at terminus).

10. If your covers miss application of postmark, cachet, or (when requested) back-stamp, send them within 30 days to H. P. O. Section, P. O. Dept., Washington 25, D. C., and they will be corrected if they

BRITISH BUYS ong Kong. 154/63 with 161A (diff perf.) imstead of 161. Cat. \$4.27 Also 154 /61 B (x 161) Peace 1.0 Wedding 4.5 to very fine mint. Ret D. FRIEDMAN Box 21, Planetarium Station, New York

show any evidence of actual carriage via first trip.

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Yes, once again we're hitting the road—this time covering a good part of the Western New York area—hoping to acquire some nice accumulations and collections. We are looking especially for mint U.S. including sheets, blocks, singles and plates, but are interested in almost any parcels of philatelic value worth \$500 or more. Time is short since we are

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If your holdings are worth in the neighborhood of \$500 up into the thousands and you want to SELL—NOW—for ON-THE-SPOT PAYMENT, by all means contact us at once. Write, wire or if you prefer—phone. We'll be glad to talk with you about your stamps and our trip.

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- UTICA
- BINGH'TON
- GENEVA
 - ERIE, PA

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BY CARL P. RUETH

On this page you will find the design which was originally chosen by the Post Office Department for the Trucking Industry commem (Oct. 27) and beneath it the picture from which part of it was adapted.

ture from which part of it was adapted.

According to the Reo Motor Car Co. of Lansing, Mich. the design was taken from a picture of Ben Winterberger of St. Louis at the time he won the annual Truck Roadeo in 1949 in a Reo truck.

Now the newspapers state that the stamp design as originally released was modified on the orders of Postmaster General Summerfield so that it would not look so much like a Reo, but more of a composite of many trucks.

To the poor sports among the

To the poor sports among the competing truck firms and to PMG Summerfield, I say shame — and small potatoes to the lot of you.

1. In the design of which most recent stamp would you see an ap-propriate place to grow pota-

2. The ships of Commodore Perry's fleet to Japan, shown on the recent Perry stamp, indicate they were powered by wind only, steam only, or steam and wind. Choose

A bushel of orchids to every one who had anything to do with the design and color of the Future Farmers of America commem of October 13. Put your magnifying glass on this one to see some superb engraving work, especially on the tree-trunk.

On the other hand the run of

the tree-trunk.

On the other hand the run of good designs couldn't last forever as witness the one for the last stamp of this year on page one, marking the Gadsden Purchase. Probably suggested by the Great Southwest Cactus Growers and Processors Asso.

The showing in the U.S. Notes of the freak 3c Prexy booklet pane in the October 12 edition has brought samples of other material in the freak category for a looksee.

As for instance, SFC Edwin Christianson of Ft. Riley, Kans. has a booklet containing copies of the small for airmail with the same.

was tied a blue ribbon."

"In fact it was a Green ribbon and early registered envelopes had Green lines running both ways on the still has it in the booklet.

Another such booklet pane, this one the 2c denomination (Washington) of the 1922-26 issue was submitted by Walter A. Beach of Flint, Mich. Not only does his pane have all the characteristics of the others, but he advises that when purchased the booklet had freak stapled in upsident and the start of t is the staple through the lower edge of the stamp itself instead of

through the selvedge at the other.
As I wrote October 12, such material is not rare, but is scarce and what it is worth is always problematical.

You will remember that there was some recent comment here about stamp auctions and the me-

esting article in this and the last issue of Linn's regarding auctions. Here's another episode regarding the ways auctions are in my esti-mation turning into a beautiful

racket.

"One of the 'biggest' auction firms ran an ad in — (Competitive weekly The lot had a description as follows: 19,000 stamps from Australia to Victoria, min. bid, \$200.00. Well, I made a bid of \$75.00 enclosing two first rate references A letter came back from — (Auction firm) that my bid was accepted and to

easier to get another subscriber than to pick up a full page adver-

"So to make a long story short, it left a sloppy taste in my mouth. The best part of the lot went to ______(dealer) and he mailed me \$6.75 cat. value for it. So, you can figure out the value of the junk." the junk.

THANKS FOR THE COVERS DEPART.: Wendell B. Phillips, Memphis, Tenn.; D. J. Duarte, Portugal; Jonas Hallgrimsson, Re-Portugal; Jonas Hallgrimsson, Reykjavik, Iceland; Charles J. Keenan, Portland, Ore.; H. G. Spanton, Buenos Aires, Argentina; Japan Postal Cultural Asso., Tokyo, Japan; James C. MacAdam, Camden, N. J.; William N. Wright, Ogden, Utah; I. Leon Hunt, West port, Conn.; Henry Horstman, Sidney, Ohio,

Friend Jimmy Dryden of Edinburgh, Scotland comes through with an assist which straightens the record. He writes:

"I read with great interest your article in Linn's dated Ceptember 21, 1953 on the subject of the British registered envelopes. With the greatest respect, may I point out a trifling error?

"Regarding the blue lines on the registered envelopes, you say 'Years ago such mail was tied with a blue ribbon.'

One Day Exhibition For Fort Worth Group

The Convair Fort Worth Stamp and Coin Club will hold its annual exhibition and bourse on December 12 at Convair Recreation Asso. Bldg., 3354 Lackland Rd., Fort Worth, Texas.

was some recent comment here about stamp auctions and the methods in which some of the shoddy ones are run. A letter, reproduced below from Leon K. Fagin of Phoenix, Ariz. should be of further interest, He writes:

"Just finished reading your inter-

Our Jamous Americans



THE GOLDEN GATE

The Golden Gate is a strait in California about 1 mile wide ex-tending from San Francisco Bay outward to the Pacific Ocean. It is the entrance to the largest landlocked harbor in the world, making San Francisco the leading seaport on the Pacific coast. From its docks annually are exported untold millions of tons of agricultural products, gold, silver, petroleum, flour and cereals, canned and dried fruits.

In 1937 the Golden Gate Bridge was erected, linking the peninsula of San Francisco with northern Calof san Francisco with northern California. It was completed at a total
cost of more than \$35,000,000. This
toll bridge, with its six-lane roadway, is built of reinforced concrete
and is suspended from giant cables
strung between two pairs of lofty
steel towers — the main central
span is 4200 feet between the towers and is the longest single bridge
span in the world.

Two years later the much longer

Two years later the much longer San Francisco to Oakland bridge was completed, running east and west between the two cities. This bridge is 7 miles long and cost in excess of \$75,000,000.

And to celebrate the completion And to celebrate the completion of both bridges, a WPA project built up a 400-acre "Treasure Island" by reclamation of sand out of the bay and held thereon in 1939-40 the beautiful "Pageant of the Pacific" Exposition. Many of the exhibition buildings created were adaptable to airport purposes and the site is gradually being converted to that use.

(Background material on the stamp designs are continued under "Our Famous Americans" even though in instances neither Americans or persons are involved).

HM Brehm NEW LONDON, WIS. France has a colony of two small groups of islands off the southern Newfoundland coast known as St. Pierre & Miquelon. The capital is St. Pierre. The occupation of most of the inhabitants is deep sea fishing.

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Celombia 546-51 six diff. orchids
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Colombia 580-85 six other orchids
Cuba 463-70 Toinsettias
Expr 200 of the construction
Finland B64 Single Hower
"B86-100 three diff.
"B101-03 three diff.
"B101-03 three diff.
"B101-03 three diff.
Hungary 940-44 Children-& flow
Hungary 940-44 Children-& flow
Hungary 940-45 all diff. in color
Israel 62-64 three diff.
Israel 73 New flower stamp
Our complete list sent with order

all topicals. Why not start collecting them:

12 Japan 405 birds and flowers

15 Japan 533-35 Mums and flag

1.70 Korea 102 ginseng in bloom

5.25 Korea 102 pair of hibiscus

30 Netherland B108-12 birds &c flow

30 Netherland B238-42 all diff.

2.80 Netherland new 1953 all diff.

2.80 Netherland new 1953 all diff.

3.6 Noway B48-49 child picking flow

80 Poland B48 Children and flowers

35 San 229 rose for flower show

15 San Marine C82-87 roses, etc.

12 Se. West Africa-Coronation flow

10 Switzerland B137-40 1944 flowers

40 Switzerland B137-40 1944 flowers

32 Switzerland B137-40 1944 flowers

60 Switzerland B158-61 1946 flowers

60 Switzerland B168-69 1947 flowers

60 Switzerland B179-32 1948 flowers

60 Switzerland B187-90 1999 flowers

60 Switzerland B187-90 1999 flowers

15 Timer 280-69 in color all diff...,

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HARRY RICKARD

60 West Arbor St. Long Beach 5, Calif.



On December 17, 1949 the Post Office Department released the WRIGHT BROTHERS commem at KITTY HAWK, N. C. where the epochal FIRST FLIGHT was made. In this year of 1953 when the 50th ANNIVERSARY OF POWERED FLIGHT is celebrated there would be no more fitting and appropriate piece in your collection than one of the first day covers of this stamp.

We have a moderate quantity of these WRIGHT BROTHERS First Day Covers, each with a single WRIGHT AIRMAIL, and all Cacheted. However, we think they are definitely UNIQUE, because:

Each cover is UNADDRESSED
 Each Wright commem is tied to Cover with the large Hand Cancel. (P.O.D. Regulations state that singles and plain blocks

We also have one SPECIAL COLLECTION of 21 Different ca-chets on the WRIGHT FDC'S—A SUPERB Coverage of the Event— which will be sold to the Highest Bid received by November 14.

Also another group of 16 Different cachets on Wright FDC's — a Splendid Showing — which will be sold to the Highest Bid received by November 14. MAIL ORDERS ONLY. WE PAY THE POSTAGE

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EGYPT all stamps are mint and ver Money back guarantee #105-7 Georg. #108-13 Agric. #108-13 Agric. #108-14 Agric. #108-15 Agric. #124 Port Fuad #155a-1588 Farouk #166 overpt. 50m #167 overpt. 10um #168-71 Railways #177-90 Postal Union #177-90 Postal Union #177-78 Postal to 50m #200-4 Industrial #224 Wedding 1 Pd. #234-40 Farouk Cpi. (8) #241-287 1944-1950 Cpl. #239-316 King of Sudan Bars overpt. on reg. issue. Same on Felestac edue New 1 Pound (Queen) B1-2 (Ferial) B7-8 sheets (catalog value \$37.00) B9-12 Arts Expos. (cat. 2.65). C1-2 Mail plane C3-4 Zeppelin issue C3-52 Pyramids C30-8 Pyramids C30-8 Pyramids C30-8 Pyramids C30-6 King of Sudan N.NJT Cpl. Palestine A discount of 5% on orders reenaid. The other sets are UNION STAMP COMPANY 240 Broadway, New York City

BACK TO WORK

That's the keynote for most of us and off to the cities go the vacationers not to be seen again until next summer. For us the scenery won't change (except for falling leaves and dropping chestnuts) nor will the work. We have been busy all summer checking, appraising and buying all sorts of fine collections and lots from owners like you.

Late in July we held another record break-ing auction. Thousands of collectors and dealers received our catalogues and hun-dreds availed themselves of the many fine opportunities.

dreds availed themselves of the many line epportunities.

Obviously with our accelerated year round program we must constantly remain buyers. And we are buyers of large and small collections, accumulations and dealer atocks—twelve months of every year.

Yewr collections, your accumulation should be sold to the logical buyer that needs everything in your lot and will pay top dollar for it. Whether the value is just ever ten dollars or well over ten thousand dollars you are assured of prompt and pleasant attention. Ship now for an immediate ceach offer or let us pian with you inclusion in another fine Miner auction. You will find here exactly the plan to suit your requirements. The booklet that explains why more and more 'the big collections are sold to Miner Stamp Company' is free on request and you will want to write for your copy today before you make any commitment elsewhere.

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Se. Africa, Official 5/-,



new prig., pair ... 1.85
Tonga, new set ... 5.75 6.5-9
Stanley Gibbons, 1954 British Empire
cpl. cat. ... \$3.00



POSTMEN ON WHEELS today are a far cry from the old horse drawn RFD Wagons of yesteryear tiny affairs which had sufficient space for the carrier and a fair quantity of mail. Now mail is transported, sorted and pouched while giant Highway Post Office Buses as the above are coursing the miles and miles of concrete roadways between communities. The friendly, personal, news-carrying service of the old RFD postmen has been superceded by the impersonal speed and efficiency of the HPO Bus.

The Mail Must Go Through

A Brief Description of the Postal Transportation Service

J. L. Reilly

Of the several branches of the Postal Service, the public as a whole is undoubtedly less familiar with the Postal Transportation Service than any other branch. The reason for this is that seldom does the opportunity exist for the observation of the mechanics involved in the distribution of mail in Railway Post Office cars, Terminal Railway Post Offices, Highway Post Offices and Air Mail Field Post Offices, all of which come within the jurisdiction of the Postal Transportation Service.

The Postal Transportation Service is divided into 15 Divisions.

The Postal Transportation Service is divided into 15 Divisions. Each Division consists of about three states, under the jurisdiction of a Division general superintendent.

The Divisions are divided into Districts, with a District super-intendent for each District. He supervises the work of the clerks under his jurisdiction, usually about 200 or 300, conducts examinations, makes assignments, and sees that clerks comply with orders of the Department. The entire personnel of the Postal Transportation Service numbers about 30,000.

of the Postal Transportation Service numbers about 30,000.

The Railway Post Office runs are usually designated by using the names of the cities between which the car and the clerks run. Some examples are: Chicago & Cincinnati, Cleveland & St. Louis, Little Rock & Fort Worth, Ogden & San Francisco. Each run of a Railway Office carries a distinct postmark and date and, thus, to a large extent has all the attributes of a full fledged post office.

The Postal Transportation Service

The Postal Transportation Service may be termed the arteries of the Postal Service. It embraces the distribution of transit mail in of the control of the

Patrons of the Postal Service understand, of course, that letters deposited in a mailbox anywhere are picked up at stated intervals and taken to the Post Office. After the postage stamp on each letter has been canceled and postmarked to show the office of origin and time, the letters for local delivery and Air Mail Service are with-held; and all others are sent to the Railway Post Office that can furnish the fastest transportation to the destination shown on the envelopes.

It is here the Postal Transporta-It is here the Postal Transporta-tion Service takes over. In the shortest possible time, each piece of mail is delivered to the person to whom it is addressed, whether it be through a general delivery window at some distant post office, at a business office in some great s office in some grea addressed go

that is correctly addressed go astray or fail of delivery.

Postal Transportation clerks report for "advance" work in Railway Post Office cars some time prior to the scheduled departure of their train. Certain racks are "dressed" according to official diagrams, with pouches to enclose only first-class mail. Other racks are dressed with sacks to contain are dressed with sacks to contain other classes of mail, and these are also arranged according to of-ficial diagrams. All pouches and sacks are "labeled" to the office

parcel post.

parcel post.

The "advance" time is further utilized in the distribution of mail received from the local post office, as well as mail received from connecting railroads and airports, prior to departure. As the time of departure draws near, the final dispatch of mail is received from all points and the scheduled run of the Railway Post Office begins.

First attention is given to "local points and the scheduled run of the Railway Post Office begins."

First attention is given to "lo-cal" mail. Mail addressed to of-fices located on the route of the run is arranged for dispatch. At stations where the train does not stop, mails are exchanged on the

fly.

Mails are never delivered on station platforms from moving trains because of possible danger of injury to the public; but instead, are delivered at designated points from which the public is excluded. Pouches are caught on the fly by means of a catching device operated by the postal transportation clerk performing local service. On night runs and in bad weather when vision is obscured, catching and delivery of mail on high speed trains calls for split second decisions. If a catcher arm is raised to quickly it may engage the frame of a bridge, a water tank, or raised to quickly it may engage the frame of a bridge, a water tank, or some other object not intended and the catcher arm would thus be torn from the car. If mails are delivered at other than designated points, it may not be recovered by mail messenger. Matter of a fragile nature or liable to damage is never delivered on the fiv. Inis never delivered on the fly. In-stead it is dispatched on another train on the same line that stops at the station.

While the local distribution is being performed, other clerks are busy performing "through" dis-tribution for states which are dis-patched at junction points on the run, or at the terminus of the run. In order to perform this intricate distribution of mail, the postal transportation clerk must spend office building, or on some great countless hours in study of the route reaching far into the coungraphical location of each post try. Rarely does a piece of mail that is correctly addressed go further study of the train and air further study of the train and air mail schedules, in order that the mail comprising his distribution will be forwarded to destination by the quickest route—not always

the shortest route.

Because of the arduous nature of their daties and their long and irregular hours on swaying trains (usually at light), clerks work for one or two weeks and are relieved for six or eight days or more. This is not free vacation-time, however, for a great deal of it must be used for examinationsacks are "labeled" to the office of destination, and the label indicates the contents; i. e., state, city, first class, newspapers or labeled it must be used for examination-study, correcting of schemes of distribution and schedules, preparing slips and labels for the run

For this purpose he is furnished with schemes of distribution for the states he is assigned to distrithe states he is assigned to distri-bute. Examinations are held regu-larly, and the minimum require-ment as many know is a grade of 97 per cent. The record shows that nearly all railway postal clerks make a grade of better than 99. Many clerks achieve 100 on their entire distribution their entire distribution.

clerks make a grade of Detter than 99. Many clerks achieve 100 on their entire distribution.

Because of these rigid requirements and the high efficiency in railway postal clerks generally, the Postal Transportation Service. has often been referred to as the backbone of the postal service While normally a railway postal clerk distributes mail to his "connections," he frequently must change his dispatch when the train is delayed. Where connections en route are missed because of train delays, mail is reworked and post offices not local to the line are given the next best dispatch.

City distribution is performed by postal transportation clerks when trains arrive in a large city during the morning hours. Such city mail is separated into zones, stations, banks, firms, etc., and thus an earlier delivery is possible upon arrival at a given city.

On May 3, 1941, the Highway Post Office was placed in operation. Service performed on these routes is identical to that in Railway Post Office cars, except that the service is from post office to post office instead of from railroad station to railroad station, thus permitting a hand-to-hand method of doing business.

It is evident that Highway Post Office Service will be greatly expanded in localities lacking suitable train service. With this kind of Government-owned and operated service the Post Office Department has the privilege of selecting the route, making the schedule and not having to wait on other kinds of traffic or delayed trains, thus effording the opportunity to main-

the route, making the schedule and not having to wait on other kinds of traffic or delayed trains, thus affording the opportunity to maintain a regular schedule.

Terminal railway post offices are located in all large cities, and here another corps of trained railway postal clerks perform distribution of transient mail originating in the city where the terminal is located, as well as distribution of other transient mail passing through the terminal, when time of arrival and departure of connecting train will permit of such distribution.

To enable them to resist holdups

To enable them to resist holdupe To enable them to resist holdups each postal transportation clerk carries a loaded revolver. An outstanding example of devotion to duty was demonstrated during a holdup by men like Boothman and O'Hern, of the Chicago & Carbondale R. P. O. These clerks were performing the routine duties of their assignment when two men swung into their mail car and with pointed guns demanded an Army pointed guns demanded an Army pay roll pouch. These valiant post-al transportation clerks stood their ground; and when one of the gun-men struck O'Hern with a pistol

and handling correspondence and butt, Boothman opened fire. Dodg. records. (Continued on page 7)

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ISRAEL

POSTOFFICE OPENINGS

out 100 P. O.s have been opened about 100 F. On have been opened so far, each marked by a special first-day cancel on cacheted envelope. I have, including the mobile post offices, all but a handful of them. Anything can be submitted on approval or against your want-list. Write today.

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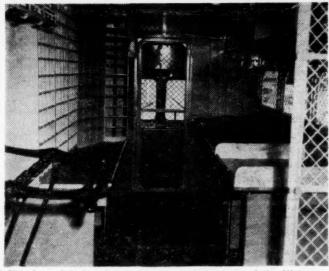
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This is an interior view looking toward the front of the Highway Post Office Bus and the driver's compartment. At the left can be seen a work table and the cases with pigeonholes and a pouch rack—on the right is another pouch rack and work table. The coach shown here is a product of the Twin Coach Co. of Kent, Ohio which has made them for use on a number of HPO routes throughout the nation.

H. P. O. Exhibition At The Mid-South Fair

The Motto and Theme of the Mid-South Fair and Live Stock Show held at Memphis, Tenn. this year was "More to see, in 53" and one of the educational exhibits was the HIGHWAY POST OFFICE DISPLAY. Roger F. Heidelberg, editor of the N.P.T.A. Memphis Branch Bulletin, made the necessary contacts to secure this service. Mr. Heidelberg asked for and secured from the P.T.S. District Superintendent, T. B. Dunahoo, authority and permission to contact any railroad or transportation company to cooperate in furnishing an R.P.O. Car or Highway Post Office Bus for exhibit at the Mid-South Fair. As no Railroad siding is convenient to the Fair Grounds, no progress was made toward the use of a Mail Car.

Phil Dobbins of the Southern Districts of the Southe

Phil Dobbins of the Southern Di-vision, Continental Trailways, ex-pressed his interest in such a worthwhile project and Mr. Heidelworthwhile project and Mr. Heidelberg then presented his idea to the N.P.T.A. Division Convention, which body approved this project and allocated funds for the exhibit. The Post Office Department was then contacted and granted "Official Approval".



Committee's were appointed to carry out various details. Space at the fairgrounds was secured and at the fairgrounds was secured and notice's were mailed to the various philatelic publications, postal organizations, officials and to the newspapers in the following states in the Mid-South group, namely, Mississippi, Arkansas, Tennessee and parts of Alabama, Louisiana, Kentucky, and Texas.

The Cachet was prepared show.

The Cachet was prepared showing the design of the new 35 foot bus body made by the "TWIN COACH COMPANY," Kent, Ohio.,

bus body made by the "TWIN COACH COMPANY," Kent, Ohio., and worded as follows:

HIGHWAY POST OFFICE —EXHIBIT — POSTAL TRANSPORT ASSN. — CONTINENTAL TRAILWAYS — H.P.O. EXHIBITION STATION — SEPT. 24-OCT. 3, 1953 — MID-SOUTH FAIR — MEMPHIS, TENN. — this being enclosed in a double line frame. Approval for the cachet was obtained and a request for an "Official Postmark" was made by the General Superintendent of the 12th Division, P.T.S. No information had been received on the request for a Special Postmark, either for or against the request. As time was growing short, Bryant Alden Long, a PTS Clerk on the N.Y.& Wash. R.P.O. was asked to pay a personal visit to the HPO Section, Postal Transportation Service, on his next trip to Washington. This he did and found that the last letter from the General Superintendent of the 12th Division dated August 17, had not been answered

After an hour long conference, he secured the necessary approval of the various officials and was asked how it should be made. His suggestion was then adopted. The Cancel, bearing the following designation, "MID-SOUTH FAIR H.P.O. MEMPHIS, TENN." in the circle with three line date in center and four killer bars vith the letters PTS between the second and third bars, was of the rubber variety and bars, was of the rubber variety and was shortly dispatched to the exhibition station at Memphis arriving in time for the first day of the

Fair. We

was one of several extras held in readiness for emergencies of the regular service. Continental Trail-ways operate the following contract H.P.O. Routes, mostly in Mississip-

Clarksdale & Jackson Clarksdale, Greenwood & Jackson Columbus & Greenville Columbus & Durant Columbus & Selma Jackson & Grenada

Of course they operate regular

passenger bus service also. At the H.P.O. exhibit there were always three clerks on duty. One sold souvenir covers and cards and also kept a record of the num-ber of visitors. The other two acted as guides, explaining the workings of the PTS and HPO's and an-swered many questions regarding the service.

There were two tours of duty each day; 10:00 a.m. to 4:00 p.m. and 4:00 p.m. to 10:00 p.m.

The racks, supplied with sacks and pouches and the letter cases were made up and labeled as in regular use on a regular H.P.O. route. Regular and philatelic mail was cancelled and worked on the bus and letter case and racks were tied out at least once and day distinct the same tied out at least once and day distinct the same tied out at least once and day distinct the same tied out at least once and day distinct the same tied out at least once and day distinct the same tied out at least once and day distinct the same tied out at least once and day distinct the same tied out at least once and day distinct the same tied out at least once and day distinct the same tied out bus and letter case and racks were tied out at least once each day, dis-patch being made for best connec-tions through one of three chan-nels: Memphis PTS Terminal, Reg-ular Fai:grounds Contract Station or the Post Office Clerks Exhibit which was being held in the Mer-chants Building. chants Building.

This latter educational this latter educational exhibit, to better acquaint the public with the workings of the post office was provided by the National Federation of Post Office Clerks, Local 96. Their display included large map of Memphis, divided into zones and also mail routes leaving Memand also mail routes leaving Memphis

phis.

Another interesting item was a display of mail, so wrongly addressed, it could only end up in the dead-letter office. They gave souvenir cards which were cancelled on regular canceling machine No. 4, on display there. While no special cancel was used their he did and found that the last letter from the General Superintendent of the 12th Division dated August 17, had not been answered yet on September 9.

After an hour long conference, he secured the necessary approval of the various officials and was asked how it should be made. His suggestion was then adopted. The

mined at this writing. It was necessary for the contestant to have been a visitor to the exhibit in or-

der to compete for the prize.

After the Fair had closed, the following statistics were released: Total visitors 10 days 10,06 Covers cancelled 1st day. . . . 3,279 Approx. 250 daily next 8 days...

Covers cancelled last day..1,463 Approx. Total Covers Cancelled.

We are indeed grateful to Mr.
Long for his part in obtaining this special cancel as it was the first for a stationary H.P.O. exhibit.
Continental Southern Trailways provided the motor vehicle which

cachet was purple and cancer ace ach day.

T.B. Dunahoo PTS District Superintendent, Memphis mailed the first cover cancelled to Postmaster General Summerfield. The exhibit was well covered by Radio and Television broadcasts also to better acquaint the general public with the Postal Transportation

Takes Advantage Of UN First Day

An interesting sidelight to the recent United Nations report that recent United Nations report that a total of 102,278 of the two embossed envelopes were given First Day cancellations on September 15, is the fact that approximately 10 percent of the smaller sized envelopes were dispatched complimentary to auction clients by J. & H. Stolow, Inc.

The Stolow firm neatly timed a routine auction announcement with

routine auction announcement with the first day sale. The large quan-tity of envelopes were picked up in the morning, addressed, enclo-sures added, and returned to the post office before the 5:00 p. m., first day deadling an accomplish first day deadline—an accomplishmen' which was probably only possible because of the sizeable staff of the Stolov firm.

> THE MAIL MUST (Continued from page 6)

wounds, O'Hern slipped out of the mail car and attempted to reach the engineer by climbing over the top of a moving train. However, the bandits became desperate and pulled the emergency air brake, thus bringing the train to a stop. One of the bandits got away, but the other was so seriously wounded

One of the bandits got away, but the other was so seriously wounded that he was unable to move. The mail had been protected; Boothman and O'Hern, postal transportation clerks, had measured up to their responsibility.

The record further shows that in every instance involving washouts, train wrecks, or holdups, devotion to duty on the part of postal transportation clerks is a common virtue; and actual bravery and heroism in the face of danger is by no means an uncommon attri-

Cachet was purple and cancel red bute among employees of the Postal Transportation Service. Truly it may be said that, "Neither snow, nor rain, nor heat, nor gloom of night, stays these couriers from the swift completion of their appointed rounds."

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856 3c	C. Zone (6)	1.25			
857 3c	Printers	35		.07	
858 3c	Statehood	37	.25		.02
859-93	Fam. Am. Set	46.50	22.00		
	Pony	1.70	1.00	.25	.04
895 3c	Pan-Am	1.50			
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897 3c	Wyoming	90			
898 3c	Coronado	.75	.40	.10	.02
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Beautiful mint set of 9 to 1 / 70c. Same on FD cover cacheted \$1.25. FD short set of 4 on cover 45c. FD coronation cacheted \$1. FD set of Rhodes Centenary on cover \$0.75.

80e Canada Nov. 2nd. Mint 55c; same "G" 55c. FD cacheted covers 75c. New booklets set of 3 95c; new colls set of 3 cpl. 11c. New "G" set of 5 20c. POSTAGE EXTRA UNDER \$2.00.

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HPO Routes Out Of Louisville Ky.

Daniel Armstrong and L. W. Bayes

Louisville has been the town of changes for H. P. O. fans during the past year, but now it appears that things have settled down. However we all welcome changes for activity sharpens the interest of

The most recent route change oc-curred on September 1, 1953 when the Lou & Owens HPO was ex-tended to Evansville, Ind. and re-named Lou & Evans H. P. O. This

named Lou & Evans H. P. O. This was done to coordinate the run of the H. P. O. with changes in the Lou & Evans R. P. O. Train 153 now runs opposite the H. P. O. First trip cancels were made with the Lou & Owens H. P. O. steel canceler which has been in use since the route was started. We do not know when the new canceler will be ready for use. This bus heads south from Louis-

This bus heads south from Louisville on U. S. Highway 31W at 3:00 a. m. and returns the same afternoon. The original route was just over 100 miles, but this has been increased to about 140 miles. As is the case with all other lines out at

increased to about 140 miles. As is the case with all other lines out of Louisville the Hayes Freight Lines, Inc. is the contractor.

The route that has really confused collectors is the Lou & Harlan HPO — and right there we get the first jolt. While that is the official name the canceler reads Lou & Lynch H. P. O. This HPO is operated in connection with the is operated in connection with the Lou & Lynch R. P. O. and the PTS clerks work on both R. P. O. and H. P. O. on the same run. I'm wondering if they get a bit confused now and then.

This route was inaugurated on January 31, 1949 as the Richmond & Louisville HPO and was 155 miles in length. Operation continued in a normal manner until November 1, 1952 when the operation

was turned over to a contractor, Hayes Freight Lines, Inc.
Then, as far as collectors are concerned, right out of the blue came the change from Rich & Lou to Lou & Harlan on November 15, 1952. Since that time we have been 1952. Since that time we have been trying to get a clear description how the H. P. O. enters into this picture and we are still not sure enough of our ground to give it to you in black and white. you in black and white.
The Louisville & Somerset H. P.

The Louisville & Somerset H. F. O. began operations on February 1, 1949 over a route 162 miles in length. It continues to serve south central Kentucky, ending near the Tennessee border, in the neighborhood of Lake Cumberland, a tremendate manufacture manufacture. mendous man-made lake.

mendous man-made lake.

This route was also turned over to Hayes Freight Lines, Inc. for operation on November 1, 1952.

The remaining route out of Louisville is the longest in the United States, 322 miles in four states, the Louisville & St. Louis, which started operations on November 1, 1952. The bus departs from Louisville at 6:00 a. m. and arrives in St. Louis at 9:00 p. m.

ville at 6:00 a.m. and arrives in St. Louis at 9:00 p.m.

The other bus leaves St. Louis at 6:00 a.m. and arrives in Louis-ville at 7:45 p.m. This time difference is caused by a layover for each bus at Princeton, Ind. This is also a contract route for Hayes Freight Lines, Inc.

There are other HPO routes which operate in Kentucky, in part

which operate in Kentucky, in part. However, we want to tell all collectors that when the Louisville & Danville RPO discontinued trains 23 and 24 recently, they were re-

placed by a star route and no HPO service is contemplated.

Now, the reason this article has been prepared for this special edition of Linn's is to show you who are not collectors of H. P. O. material the various items of interest. terial the various items of interest. We are concerned with many things other than just first trip covers, including schedules, changes in routes, special cancels and cachets

such as have been used at three state fairs this fall, regular steel cancels, etc.

We feel you will find much to recommend the collecting of HPO covers and material. Because this a fairly new part of the Patril. is a fairly new part of the Postal Transportation Service, it is reiaeasy and inexpensive to semble a complete set of first trip

covers.
That the number of routes will be constantly on the increase is certain because of the country-wide demand for better postal service. And, finally, we feel certain that HPO's will eventually replace the RPO except for bulk and long haul mail.

Purple Color For Trucking Commem

The stamp to mark the 50th an-iversary of the Trucking Industry will be in a purple color according to word from the Post Office De-partment. The first day of issue will be at Los Angeles, Calif. Oc-

1953 STAMP PROGRAM

Oct. 27—Trucking Industry 3c, Los Angeles, Calif. (50 per pane, 110 million).

Nov. 11-Gen. Patton 3c, For Knox, Ky. (50 per pane, 110 mil-

Nov. 20-NYC 300 Years 3c, New York, N. Y. (50 per pane, 110 million).

Dec. 30-Gadsden Purchase 3c Tucson, Ariz. (50 per pane, 110 million).

ISSUED TO DATE

1017—National Guard 3c, Wash ington, D. C. February 23.
1018—Ohio Sesqui 3c, Chillicothe, Ohio, March 2.
1019 — Washington Territorial
3c, Olympia, Wash., March 2.

1020—Louisiana Purchase, St. .ouis, Mo., April 30. C47—Aviation 6c, Dayton, Ohio,

May 29. 1021 — Commodore Perry 5c,

1021 — Commodore Perry 5c, Washington, D. C., July 14.
1022 — Bar Asso. 3c, Boston, Mass., August 24.
1023—Sagamore Hill 3c, Oyster Bay, N. Y. September 14.
1024 — Future Farmers 3c, Wasse City, Ma. October 13. Kansas City, Mo., October 13.

To obtain First Day Cover collectors can send a reasonable number, each with a name and address, and enclosing a stuffer, to the c/o Postmaster of the designated first day city with a request for first day service. Pay nt must accompany to cover face value of the stamps to be affixed to the covers.

NHPOS MEMBERS (Continued from page 1)

at 50c per set. This is quite a bi less than they can be obtained on the open market.

After this had happened about

three times we decided to innovate a new service. We call it the Emergency Cover Service. Each member is allowed to send in enough ber is allowed to send in enough covers for two sets for two routes. These Covers are ready for mailing. He also sends in stamps, 12c for two sets or 6c for one set as a service charge and two addressed

a service charge postals.
When the covers are received in Dayton, (home of the secretary) they are made into (1) pound packages and prepared for Air Parcel Post. When a notice is now respectively.

ceived by phone, wire or airmail they can be in the mail in an hour.

We have had one occasion to use this service. On August 27 this year, we received an airmail letter year, we received an airmail letter notice that two routes (RPO Buses) were to be started August 31 between Tampa and Venice, Florida and Macon, Ga., and Birmingham, Ala. Covers on hand were mailed and not one complaint was received. When the covers were received. When the covers were mailed a notice was printed on the postals telling the members that their covers had been mailed and more covers should be sent.

Approximately 100 members are now taking advantage of this new

now taking advantage of this new service and plans are underway to expand it still further.

The N. H. P. O. S. (National Highway Post Office Society) has always been for and will continue to fight for the rights of the collection. always been for and will continue to fight for the rights of the collector. Our job is to create and promote interest in the collecting of anything pertaining to H. P. O.'s, whether First Trips, Steel Cancels, R. P. O. Bus Covers, Pictures or History. This we will continue to do, and also we will endeavor to create public interest and demand create public interest and demand for more Highway Post Office Routes for the betterment of the

mail service. Interested parties may secure application blanks from the Secretary, Virgil J. Geary, P. O. Box 342, Dayton 1, Ohio.

342, Dayton 1, Ohio.

The dues are very nominal for the due of the service obtained, being only \$1.00 initiation fee and \$1.00 per year. \$2.00 sent now will pay your dues until December 31, 1954.

Start a collection of these covers now while it is still possible to make a complete collection.

HIGHWAY POST OFFICE (Continued from page 2)

anniversary of the establishment of HPO Service, the National High-way Post Office Society felt that it should be commemorated in some way. After a lot of longdrawn out should be commented way. After a lot of longdrawn out red tape, the NHPOS was allowed to furnish the cachet for the 10th Anniversary of the establishment of HPO Service in the United States.
Still no news or information of

Still no news or information of new routes or appropriations for new routes had been received. The Society finally received word toward the last of April 1951 that no appropriations had been allowed for that year but no explanation was forthcoming except that appropriations had not been allowed. We later heard a story which cannot be verified as the exact reason that appropriations were SERVICE.

cut off that year, but it does give a person the idea of to what length the PTS clerks will go sell themselves and the service which they

It seems, as the story was told to us, that the members of the appropriation committee wanted a story regarding the Highway Post Office Service before making the proper allotments. It seems as the story goes, that arrangements were made for a group of newspaper reporters to ride the Highway Post Office route between two terminals in order to give the public an eyewitness account of the value of the Highway Post Office. Office Service before making the

so happened that the day that was selected to make the trachethe mail happened to be exceptionally light for this particular route.

In order to make a good impres-sion, the clerks on the route re-doubled their efforts in order to distribute the mail and give a little time to their guests, so that they might have a better idea of the conditions they were working un-

As each town on the route was left behind, the clerks cooperated with each other that they might all have a hand in entertaining their guests. Little did they know, that what

they were doing in order to get their story before the public, would backfire as it did until the next day when the story hit the papers. According to the reports in the papers the next day, the in the papers the next day, the clerks riding the HPQ busses were a bunch of sandbaggers and that a bunch of sandbaggers on there were many more clerks on there were required.

which were many more clerks on these buses than were required.

With the cost of the vehicles plus the costs of the man-hours which were not required, it seemed according to all the newspaper reports that the Highway Post Office was another government another government pree. When that story spending spree. When that story hit the streets, it was not long be fore the appropriations committee had passed on the budget for the HPO Section and no appropriations for new routes was allowed

for 1951.

It was during the latter part of 1951 that the collectors of these covers took a blow below the belt.

Because of the curtailment of RPO Service between Norfolk and Ra-leigh, N. C. something had to be done to expedite the mail. It was found that by re-shuffling equip-ment that was available in Va., & N. C. that HPO Service could be & N. C. that HPO Service could be established between Norfolk, Va., and Raleigh, N. C. to replace the discontinued RPO service. To make this change, the Suffolk, Va., & Rocky Mount, N. C. H.P.O. was rerouted and changed to Suffolk & Raleigh, (N.C.).

The Rocky Mount, & Beaufort, N. C. was also rerouted and changed to Beaufort & Raleigh. By making these changes and using other spare vehicles being held in readiness for emergency service

in readiness for emergency service in the vicinity, enough equipment was made available to start H.P.O. Service between Norfolk, Va. and Raleigh, N. C., November 1, 1951. The PTS made this change as a

temporary service, therefore no philatelic notice or FIRST TRIP service was given. In fact, the no-tice of change was only received in time for clerks and district of-ficials to receive as produced in the control of the control o ficials to arrange schedules before the start of the initial run.

Very few philatelic covers were cancelled on these new and cancelled on these new and changed routes, but the few that were, command a very high premium as they are very scarce items.

was about this time that the ruling was made to allow the rail-roads to furnish buses, equipped as RPO's in lieu of mail cars providing they had been granted permission to discontinue train serv

Although, I am very much dis-Although, I am very much disappointed as a collector in the attitude the Department takes regarding "Temporary Routes" which in a week or so are made "Permanent", changed routes, and RPO Buses, as the Railroad Owned Busses are called, I fully realize that the PTS cannot be run just for philatelic purposes.

just for philatelic purposes.

Sure, we would all like to have a beautiful cachet and special cancel for new and changed routes, but believing in the new administra-tion's policy to reduce the defi-cit for which the Post Office De-partment is noted, we would be content with enough advance no-tice of these changes to allow all collectors of these covers an equal chance to secure them. Regardless of our feelings in the new and changed routes, but

Regardless of our feelings in the matter, we are glad each time a new Highway Post Office or RPO Bus route is established, as we know an improvement is being know an improvement is being made in the mail service and many more will benefit from the immore will benefit from the improved service than a few philatelists. Not only those who are served directly and indirectly but it means employment for a grand group of people:—the personnel of the POSTAL TRANSPORTATION SERVICE.

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(LEONARD EPSTEIN) 22 BEAVER STREET NEW YORK 4, N. Y.



HENRY M. FRIEDMAN Box 21, Planetarium Sta., New York 24, N. Y.

UNION SOUTH AFRICA. The pair of two pence stamps No. 103 and 104 were priced by Scott's 1953 catalogue at \$1.50 each mint. The catalogue at \$1.50 each mint. The 1954 catalogue prices this pair at 6c each. Such a drastic change is sometimes justified, but, in this case, knowing that these two stamps were quite scarce, I queried Scott Publications. They replied that "something definitely went haywire in the proof reading and the intended prices were \$6.00 each or \$12.00 for the pair."

They advised that a correction will be run in the next issue of Scott's Monthly Journal. Some difference between 12c and 12 dollars.

ference between 12c and 12 dollars.

ST. LUCIA. The 1951 Castries
12c stamp is really scarce now, although the 1954 catalogue still prices this stamp at 15c. On numerous occasions this column mentioned the scarcity of this item and that it was a good buy at best. The total number issued was only 137,343 which is small for a commemorative stamp from this popular country.

commemorative stamp from this popular country.

In a recent ad in Linn's, a dealer offers to buy any quantity of this stamp (151) at up to 50c mint and 75c used, depending on condition. Several months ago a collector returned to a dealer a very fine block and single of this stamp with remarks that it was robbery to charge 25c each for a stamp with a catalogue price of only 15c.

I hope that he reads this.

COMMONWEALTH CATAthat the 1954 edition of this popular catalogue will be released on October 23 and should be available in the U. S. soon after this date. There are now 288 pages on fine paper.

There are now 288 pages on fine paper.

This catalogue contains much valuable information on George VI and Elizabeth stamps which cannot be found in any other catalogue. Orders should be placed early as many collectors could not obtain last year's catalogue after the first rush had absorbed all available copies. It can happen again.

SOUTHERN RHODESIA. The 4 pence postage due stamp No. J4 was issued in blue, (Scott says violet) and also in a dull gray green.

was issued in blue, (Scott says vio-let) and also in a dull gray green. This latter shade is quite scarce and Fyndem in Stamp Collecting (London) reports that he has seen mint copies advertised at around two Pounds (\$5.60) and states that, if bought at this price, this stamp will show a handsome profit in fu-ture years.

ire years.

GIBBON'S CATALOGUE. In the October 12 issue, this column, discussed the 1954 part one catalogue. In some way the printers left out one line of my copy, which caused same to read entirely different from what was intended. Here is a copy of same, with the left out. from what was intended. Here is a copy of same, with the left out line in Capital letters. "The 1954 part one (British Empire) is now available here. Alex A. Jason of 911 Tenth St. N. W. Grand Rapids 4, Michigan, has issued a special priced list of various catalogues AND ALBUMS. INCLUDED IN THIS LIST IS THE 1954 GIBBON'S CATALOGUE at only \$2.75. There are many price changes, mostly advances in both Gibbons and Scotts".

Greenland's New Stamp December 1

On December 1, Greenland will issue a new regular postage stamp with a first day of issue at Godthaab. It will be a 30 ore blue in the same design, King Frederik IX, as is now current. Collectors can get first day covers, but addressed envelopes and the proper remittance must be sent to Copenhagen, Denmark and not to the Greenland post office. Greenland post office.

The foreign airmail rate from Greenland to the United States was not given. Collectors therefore will have to allow in the neighborhood of 80 ore per cover if they want their covers to be returned by this means. Surface mail will take several months. rate from eral months.

A dollar bill should be sufficient to cover the cost of stamps on from five to eight covers by air.

Prepared covers and payment are to be sent to the Postvaesenets

are to be sent to the Postvaesenets Salgskontor for Frimaerkesamlere, Centralpostbygningen, Bernstorffsgade 32, Copenhagen, Denmark.

Eric Wowern of Copenhagen advises that the requests and payments for first day covers of the Greenland stamp must be in the hands of the agency above by October 30,



IT ISN'T OFTEN BIBLIOPHILES ARE FAVORED with a display of books or pages of manuscripts on stamps such as the set of five Iceland released on October 1. All pictured various ancient books or pages therefrom in a rather attractive manner. Production was from engraved plates in colors and denominations of 10 aurar gray, 70a green, 1 Krone maroon, 1.75Kr. blue and 10Kr. orange brown. The cover above was received from Jonas Hallgrimsson, Reykjavik,

Wisconsin, Arkansas First Flight Cachets

Effective on or about November 1, airmail service will be inaugurated at Magnolfa, Ark., on route A. M. 82.
Special cachet will be authorized for Magnolia, and the usual treatment of philatelic mail will be authorized.

treatment of philatelic mail will be authorized.

First-flight air-mail covers sent to the postmaster at Magnolia must be prepaid at the appropriate air-mail postage rate.

Effective on or about November 1, airmail service will be inaugurated at Manitowoc, Wis., on route A. M. 86.

Special cachet will be provided

A. M. 86.

Special cachet will be provided for Manitowoc, and the usual treatment of philatelic mail will be authorized.

First-flight air-mail covers sent to the postmaster at Manitowoc must be prepaid at the appropri-

must be prepaid at the appropriate air-mail postage rate.

Double postal cards and double post cards intended for return reply purposes are not acceptable as first-flight covers. All covers should be accompanied by a letter authorizing the holding of the covers for the first flight and requesting the application of the caquesting the application of the ca-

Space approximately 2½ by 2½ inches to the left on the address side of all covers is required for the cachet.

An enclosure of medium weight should be placed in each envelope to obtain better impression of the cachet and postmark, and to pre-vent damage to cover or cancel-

vent damage to cover or cancelling machine.

No provision will be made for point to point covers. However, at request of collectors, covers receiving cachet will be given directional service only to an office designated by the General Superintendent, Postal Transportation Service, and served by the first flight in each direction, and will there be backstamped and dispatched onward to destination.

Spain Issues Anti-TB Postal Tax Stamps

Spanish people provide funds for their campaign to combat tuber-culosis with postal tax stamps. According to Carlos Lenze, Bar-quillo 29, Madrid, Spain this year's cot of three ways leaved Oct by the set of three was released October 1.



Denominations are 5c, 10c and 25c the latter value for use with domestic air letters. It is compulsory to use the appropriate denomination stamp on all first class matter from October 1 to April 30.

Mr. Lenze also reports that the set of three to mark the Seventh Centenary of the Founding of the University of Salamanca was produced in three different sizes. A 50c violet features a bas-relief panel; 90c green, Fray Luis de Leon, founder; and 2 Pesetas brown, a view of the university buildings.

The first day of issue was Octo-

Cancellation Club Asks Collectors To Sessions

Collectors in the New York City area interested in postmarks, slogans and all types of postal cancellations are invited to attend the monthly meetings of the NYC chapter of the United States 20th Century Postal Cancellation Society

tury Postal Cancellation Society.

These are held on the third Wednessay at the office of Moe Luff,
240 W. 56th St., at 7:30 p. m.

Offer FDC's Of Cuban 1953 Christmas Seal

The Tuberculosis Association of Cuba will again this year make it possible for interested persons to get covers with the 1953 Christmas Seal thereon canceled on the first day of issue of the seal. The date is December 1.

is December 1.

Somewhat similar in design to last year's the new edition will appear in colors of red, blue and violet. There will also be a souvenir sheet of the seal. Production as in the past is in booklet panes of ten seals which are sold at ten cents each. One pane of each color will cost thirty cents, and the souvenir sheet sells at ten cents.

A first day cover bearing the seals is 10c; one bearing the souvenir sheet, 15c.

Orders for the seals and the cov-

ers can be sent to Dr. Ernesto Bello, Director, 351 Obispo St., Havana, Cuba.

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(06
PLACE YOUR ORDER NOW FOR THE

postpaid. F. Arndt, 44 Klosterengen, Roskilde, Denmark. (96
PLACE YOUR ORDER NOW FOR THE Exhibition Sheet to be issued in Denmark in honor of Postmaster Einer Holball, originator of the First Christmas Seal, sheet will show in full size the first seal of Denmark, Iceland and Danish West Indies. Price 35c, 3 for 31.00. First Day Covers 25c. Howard M. Weaver, Waynesboro, Pa. (93*
COVERS WITH 1953 CHRISTMAS SEAL tied to cover from Denmark, Norway, Sweden, Finland and Iceland supplied, Subscriptions accepted against a \$2. deposit. See ad under heading First Day Covers. Gunnar Madsen, Tollose, Denmark (APS, SPA, AAMS).

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FINLAND PLATE NUMBER BLOCKS OF six mint, well centered. Have some foreign and U. S. mint to trade, or will buy. Write first what you have, stating selling price. Carl P. Rueth. (APS. SEA), \$17 Fair Ave., Sidney, Ohio. (4K SELLING YOUR STAMPS?? OFFER THESE to us. Our records show dealings from small collections to accumulation of oldest USA dealer—Outright cash purchase or if desired, auction. Get more for your stamps! Write today. S. Serebrakian, 15 Fark Row, New York 38, Dept. L. chase of your stamps: braklan, 15 Park Row, New (tr. Dept. L. HEETS, STOCKS, ACCUMUlations. Top Price, Engrostamp, 198 Broadway, NYC.

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Buy or exchange stamps for carda,
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USED COMMEMORATIVES. BUYING LIST
Free. Joseph Lukas, 4017 Markland,
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40c A HUNDRED PAID FOR LARGE Undamaged U. S. Commemoratives off paper. Pete Alexander, 65 Alden, plymouth, Mass. MINT U. S. COMMEMORATIVES, AND Airmails wanted in singles, blocks, plate blox beginning with victory farms (#5378).

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PLATE BLOCKS WANTED MINNESOTA todate \$12.50 per 100. Chester Rutkowski, 9368 Charest, Detroit 12, Mich. (08 NEED PLATES IN QUANTITY: 5c PAN
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235 Cortland, Detroit 3, Mich. (13

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B. J. HUNTER 110 King's Hall Bldg. MONTREAL 25, Canada

ek's issue for High Single Values

H.P.O. Types

Lawrence W. Bayes



with first trip cancel and cachet and with advance official notice was established between Oroville and Wenatchie, Washington. We are all hopeful that this means there

will be a number of new routes in the next few months and that the P. O. D. will cooperate with col-lectors in furnishing official notice

all new or changed routes.

Bermuda Definitives

On Sale November 9

The Crown Agents for the Colonies, London, England have been informed that stamps as follows will be released for sale in Bermuda on November 9.

From the start of this new system of mail transportation and for the first ninety-two routes all went smoothly for the collectors. Each new route was begun with a special first trip cancel and official cachet (except for the first six routes) and usually there was some P.O.D. "brass" from Washington on hand to help the local boys.

Most of the routes were covered by government operated buses with regular PTS clerks serving as operators as well as clerks. The only contract routes, prior to the middle of 1949, were the Union & Mobile (Gulf Transport Co.) and the Portland & Corvallis (Terminal Transfer Co.).

Transfer Co.).

Trace that time more and more of the routes are let out under contract and it appears that all will be in that class in the near future. Experience has shown that

will be in that class in the fleat future. Experience has shown that private contractors can do a better job than the P. O. D. and the PTS officials simply do not have the time necessary to handle that extra detail.

On November 1, 1951 the HPO collectors were given a real jolt when the Norfolk & Raleigh route was established with no notice of any sort. The P. O. D. claimed that this was only a temporary route and that the usual first trip treatment was not in order. However, regular HPO steel cancelers were provided for this route, effectively disposing of that excuse. So, about the only thing accomplished here was to make the few covers canceled on the first trips, just about the most valuable of any at that time.

Then on November 11-12, 1951. on November 9.

This definitive issue will have denominations of: ½d, 1d, 1½d, 2d, 2½d, 3d, 4d, 4½d, 6d, 1/-, 1/3, 2/-, 2/6, 5/-, 10/-, £1. Printing is in panes of 60 stamps. Stamps of the current issue will be withdrawn from sale et the close of business on November 7.

that time.

Then, on November 11-12, 1951, another innovation was brought forward — an HPO bus, operated by the railroad and replacing RPC service or supplementing it. This was made possible by a ruling of the Comptroller General of the U.S. He ruled that a railroad com-

was made possible by a ruling of the Comptroller General of the U. S. He ruled that a railroad company could be paid for handling mail in a bus if they wished, after permission had been granted to remove the train.

However the P. O. D. said this was not an HPO and thus were again able to avoid first trip ceremonies. In fact, they do not provide a steel canceler with HPO markings for this type of route—RPO cancelers are used, although in some cases the word TRIP is used in place of the usual TR found in RPO cancelers.

Here again the P. O. D. was successful in making the few covers carried on the first trip of the Jackson & Meridian H. P. O., very valuable items.

very valuable items.

From the above you can see that we have three types of H. P. O. operation:

1. Distribution by Government employees in Government owned

2. Distribution by Government employees in privately owned contract buses.

3. Distribution by Government employees in railroad owned and operated buses.

Class 3 is the one which has

Class 3 is the one which has caused so many headaches for collectors. The P. O. D. has never officially announced any of these routes and it is only thru the efforts of one of our hardest working members that information was received in time for everyone to get first trip covers on some of the inaugurals. In such case, the regular RPO steel canceler is used, there is no official cachet, but covers have generally received excellent treatment, thanks to a grand bunch of PTS clerks.

In spite of the difficulties set

In spite of the difficulties set forth above, it is still not too tough to get a complete set of first trip covers. The following is a list of the scarcest (and most expensive) first trip covers in their proper order: der:

Norfolk & Raleigh
 Suffolk & Raleigh
 Beaufort & Raleigh
 Portland & Bend
 Jackson & Meridian

While we are on the subject of scarcity, I am going to stick ou my chin and list below the items, other than first trip covers, which are really tough to get — again, in the order of their importance:

1. Jackson & Benton Harbor teel cancels

2. Middletown & Newark — steel steel

cancels 3. Charlotte & Columbia — temp

H. F. O.

4. Charlotte & Marion — last trip cancel
5. Greenville Clinton & Columbia

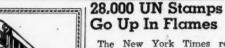
 steel cancel. And, of course, any list or lists

would not be complete without a mention of such gems as: 1. The Postal Wagons cancels

2. Hadley Field & New Brunswick, N. J.

3. Chicago & Air Mail Field.

On October 1, 1953 a new route



The New York Times reports that United Nations stamps—28,325 of them, with a face value of \$2282.41—went up in smoke recently i. the presence of a number of responsible UN officials, but not one of them as much as lifted a finger to put out the fire.

Burning stamps is an old United Nations custom. Ever since the United Nations post office was opened in October, 1951, it has received new stamps that for such reasons as poor centering or bad printing, could not be sold across the counter. These philatelic misfits are stored away in a corner and, when a respectable pile is accumulated, a match is applied.

The burning, fourth in the history of the United Nations, took place in a trash burner on the roof of the thirty-eight-story secretariat building. The manufacturing cost of the burned stamps was \$24.40.

the thirty-eight-story secretariat building The manufacturing cost of the burned stamps was \$24.40.

Magazine Devoted To Arctic Philately

The first edition of "The Arctic Philatelist" has appeared for Octob 1953. This is a publication, according to editor and publisher Richard S. Calhoun, which will deal with Arctic mail and nations having territory or interests in either the north or south polar regions.

The current edition has articles relative to several polar expeditions and to stamps which were used in the frozen regions of the earth.

earth.

A copy of this publication can be gotten from Mr. Calhoun at P. O. Box 75, Sitka, Alaska.

.02 .01 .02 .05 .02 .02

.08 .05 .06 .15 .03 .03 .06 .15

Mint
J66 .08
J68 .06
J69 .06
J70 .10
J71 .30
J72 .04
J73 .04
J75 ...
J76 .06
J77 .05
J78 .08
J79 .12
J83 .03
J83 A .03

COMPLETE SETS

.30 .12 .35 .35 .30 .32 .10 .15 .23 .23 .17

J84 J85 J86 J87 J89 J90 J91 J92 J93 J94 J95 J96 J97 J98

.06 .06 .07 .10 .12 .12 .15 .17 .20 .35

Used .25 .25 .20 .30 .20 .28 .15 .10 .08

.75 .55 .56 .60 .55 .10 .10 .10 .15 .22 .25 .27 .22 .22 .23 .35 .37 .35 .37 .35 .40 .30 .35

.05 .03 .02 .04 .05 .04 .03 .06 .05 .06 .02 .02 .02

The horseshoe bend of the Saar River near Mettlach is depicted on a stamp design of the Saar.

GANNETT'S GOT 'EM

Austrial Brds - airs
Fr. Oceania Gauguin
Gibraitar Q. Eliz. to 1/Gibraitar Q. Eliz. to 1/Gibraitar Q. Elizabeth Cpl.
Iceland Manuscripts
India Mt. Everest
Israel Sport, Desert
Jordan Coronation
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My Personalized New Issues
TAYLOR W. GAMN .40 1.20 .33 .65 6.80 1.00 .37 .25 .90 1.30 .15 .52 2.00

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In a cosign show top of a Liberty a torch. He was and prince tion of self a with the derstood.

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First day led by the I tor for Fri

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also be puro turn postage

All D From f. U. S. f. U. S. f. U. S. f. British f. French ALL 6

C. T. E. Essex

.23

IS IN THE NEWS
are imminent in this
territory
Don't Feel Sorry Later

1-6 Pirst Postage Dues

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Chula Vista, Calif.

NETHERLANDS Used .15 .05 .06 .06 .06 .15 .04 .08 .03 .03 .03

on November 7.

B201 B202 B203 B204 B205 B206 B207 B242 B248 B258 .07 .10 .06 .04 .07

.10

.15 .03 .07 .10 .06 .06 .04 .07 .40 .20 .08 .11 .12 .10 .01 .12 .08 .01

.07 .12 .06 .04

.06

Ne. 87-89 113-16 117-23 161-63 117-23 161-63 1196-99 202-03 202-03 202-13 214-13 214-12 218-25 82-276 202-7 .22 .50 2.25 .15 .17 8.50 .22 .20 .35 1.00 3.00 1.70 .40 .40 .70 1.20

.20 .12 .05 .12 .07 .10 .10 .15 .1.70 .35 .55 .55 .60 .1.40 .1.50 .1.25 .1.10 .40 .85 .40 .85 .40 .35 .40 .35 .40 .35 .40 .35 .40 .35 .40 .35 .40 .35 .30 .65 .75 .80 1.60 1.50 3.00 1.50 1.50 .70 1.70 1.20 .90 .95

1898-102 18103-07 18106-12 18113-17 18118-22 18123-28 18129-33 18134-48 18139-43 18144-45 18149-81 18149-C1-3 C4-5 C6-8 J80-98 O9-15 O16-19 O20-24 O25-26 O27-34 O35-39 .15

DUTCH INDIES

ONE CENT EACH: 101 102 117 119 305° 306 306° 306 307 362 363 364 365 367 TWO CENTS EACH: 38 39 48 49 55 56 57 103 104 105 109 112 114 116 123 126 127 164 165 166 169 170 171 173 174 176 177 181 307° 308° 308 309° 309 310° 310° 335° 335° 336° 338° 338 368 03 07

Mint Used

Mint Used

115 - .03

118 - .03

118 - .04

121 - .03

124 - .04

125 - .07

128 - .08

130 - .04

131 - .03

132 - .04

131 - .03

132 - .04

133 - .04

134 - .03

135 - .18

136 - .18

137 - .05 .06

138 .07 .06 25 .35 .03 .03 .15 .20 .25 # Mint Used # 186 188 189 190 191 192 193 194 195 196 197 198 200 201 202 203 .10 .18 .05 .15 .30 .30 .04 .04 .06 .12 139 140 144 145 146 147 148 150 151 152 254 155 168 167 175 178 182 183 184 185 .03 .08 .03 .06 .05 .35 .12 .06 COMPLETE SETS

| No. | Mint Used | No. | Mint Used | No. | Mint Used | No. | | 196-99 | No. | | 294-301 | 80 | 35 | B32-36 | 1.0 | B1-3 | 1.75 | B34-36 | 1.0 | B4-7 | 1.50 | B34-36 | 1.0 | B4-7 | 1.50 | B32-56 | 2.5 | B12-15 | 1.65 | 1.35 | B32-56 | 2.5 | B12-15 | 1.40 | 1.00 | B32-56 | 2.5 | B16-19 | 1.40 | 1.00 | B32-56 | 2.5 | B32-56 1.35 .86 .80 .30 All eat. via, Fer

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or specialisy of the branch of

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